8388 25th St. S.E.-Lancaster Dr. 1976
Intchge. Sec. in S.E. Salem
(Grade,pave,struct.,sign,etc.) #2

C & A 5129 11-12-74
C & A 5522 12-3-75

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Dave ~~Dw~~ CRWL
6-29-76
cc Doug

~~Ed~~
Data to Juza by 7/6/76
2) Check [illegible] Amount going to state [illegible]

June 28, 1976

Mr. B. T. Van Wormer, Director
Department of Public Works
City of Salem
555 Liberty Street, S. E.
Salem, Oregon 97301

Dear Mr. Van Wormer:

The Highway Division opened bids June 24, 1976 on the S. E. 25th Street-Airport Road Section of Mission Street Urban System Project. Five bids were received and the low bid was submitted by J. C. Compton of McMinnville.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Contractor's Bid | $274,961.66 |
| Anticipated Items | 3,016.00 |
| | $277,997.66 |
| Contingencies (4-1/2%) | 12,508.99 |
| Engineering (8%) | 22,238.21 |
| | $312,724.86 |

City's Estimated Share:

11% of $312,724.86 = $34,399.73

Advance Deposit = $34,400

Please make your check in the amount of $34,400 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, 2960 East State Street, Salem 97310.

Very truly yours,

for Gary E. Zehr

Richard Unrein
Urban Engineer
County-City Unit

GEZ:sch

|  |  |  |  |
|---|---|---|---|
| 1 | J C COMPTON COMPANY<br>MCMINNVILLE 97128 | 2,697,172.50 | 11 661 |
| 2 | ROSS BROS CONSTRUCTION INC<br>SALEM | 2,972,905.45 | 11 437 |
| 3 | HANNAN BROS CONST INC & K F<br>JACOBSEN&CO INC PORTLAND97202 | 2,981,016.20 | 11 801 |
| 4 | HAMILTON CONSTRUCTION CO<br>SPRINGFIELD 97477 | 3,03[illegible],773.00 | 11 711 |
| 5 | SCHRADER CONSTR CO INC<br>PORTLAND 6 | 3,891,703.00 | 11 455 |
|  | Engineers Estimate (OSHD) | 2,906,778.00 |  |

Oregon State Highway Division

AD-215

## OTIFICATION OF ADVANCE DEPOSI

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

**ACCOUNTING ONLY**
Reference ____________
Invoice No. ____________
Date Recd. ____________

Depositor City of Salem

Amount $34,500

Section Responsible for Monitoring Project Region 2

Estimated Completion Date 10-15-77

---

CARD 2

Purpose Construction advance deposit for Urban System Project

Other Information (File #, FA Project, etc.) M-1560(3)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ____________

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 124-1014 PE Prefix ____________

(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks S. E. 25th Street-Airport Road Section
Mission Street, FAU 1560

Prepared by Gary E. Zehner Date 6-28-76
Gary E. Zehner

---

## NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-215

To: County-City Unit
203 State Highway Building

**ACCOUNTING ONLY**
Reference ____________
Invoice No. ____________
Date Recd. ____________
Deposit Amt. ____________

Depositor City of Salem

Remarks Construction Advance Deposit for
25th St.-Airport Road Urban System Project M-1560(3)

Received by ____________

Form 81-734-1382

8318

6-16-76

18

RTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.: US-TQS-265(14)

STATE PROJECT NO.: Airport Rd-Lancaster Dr Sec.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: US 212
US 223

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22'76
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 6/2/76

FEDERAL ROUTE NUMBER: Secondary 121

STATE ROUTE NUMBER: Secondary 162

GENERAL LOCATION: SR 22 Airport Road E 1.37 miles (Salem)

GENERAL DESCRIPTION OF WORK: Program & Program Change for transition quarter funds.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)
Program Approval
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Rulien's June 1, PR-9, Item 212, I approve the change to read US-TQS-265(14), miles 0.34 TEC$692,415, FF $541,399, and program item 223 project TQS-US-265(14) miles 1.03 TEC $2,084,385, FF, $1,629,701 for inclusion in the Federal-aid program. .

DATE: 6/16/76

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosner

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-651-000

Budget Bureau No. 41-R2068; Ap

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

# REQUEST FOR APPROVAL
# OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21<br>SR 22, Airport Rd., E. 1.37 mi. (Salem) 65 | ADT | 15,500 | FUTURE (66) (70)<br>34,000 | YEAR (71) (72)<br>96 | REGION (74) (75)<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 spaces) 28<br>Gr.,Dr.,H.T. Pave. 2 Str. Traf.Sig. 62 | NATL. FOREST (63) (65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) | SUPV AGCY 69<br>- | DA CLASSIF. 70 | DA AREA 71 | EMERG YR. 72 73 | PL AUTH YR 74 75 | PROJECT NUMBER: PREFIX LETTER(S) 14 23<br>US-TQS- | NUMBER-AGR. NO 7<br>265 (14) |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS [1]<br>Urban Extension & Secondary Transition Quarter | | COUNTY NAME<br>Marion | | | |
| | NAME OF URBAN AREA 17-31<br>Salem | F.A. SYSTEM<br>Secondary | | RTE NO.<br>S | FEDERAL AID<br>121 | STATE (32)<br>162 |

| CARD 5 | LINE NO. | CHNG CODE | PRO-JECT COUNT | CL | WORK TYPE | STEP | STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | PROJECT COST: TOTAL COST | FEDERAL FUNDS | STATE FUNDS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (1and8) | 16 | 41 | 42 | 43 - 46 | 53 | | | | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE**<br>**ROW**<br>**CONST** | | ITEM AS NOW PRO-GRAMED<br>Stage 2 | 212 | US-265(14) | SR 22, Airport Rd., E. 1.37 mi. (Salem)<br>"Airport Rd.-Lancaster Dr. Interchange Sec." | 1.37 | 2,717,000 | 2,124,000 | 593,000 | Gr.,Dr.<br>lanes w<br>median<br>Widen<br>Intst.<br>intchge<br>& inci |
| | | | | | | | | | | PROJECT TOTAL | 1.37 | 2,717,000 | 2,124,000 | 593,000 | |
| 5 | | | | | **PE**<br>**ROW**<br>**CONST** | | RE-QUESTED REVISION<br>Stage 2 | 212 | US-TQS-265(14) | -Same as Above- | (1.37)<br>0.34 | (2,776,800)<br>692,415 (16) (23) | (2,171,100)<br>541,399 (24) (33) | 151,016 | -Sam |
| | | | | | | | | | | PROJECT TOTAL | 0.34 | 692,415 | 541,399 | 151,016 | |

CARD | A form PR-1 or PR-9 has been submitted Yes ☐ | PROJECT WITHDRAWN

6-1-76

8388

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# REQUEST FOR APPROVAL
# OF INDIVIDUAL PROJECT PROGRAM CHANGE
# (PPM 21-1 AND 22-1)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CATION (45 typewriter spaces)<br>irport Rd., E. 1.37 mi. (Salem) 65 | ADT | 15,500 | FUTURE<br>34,000 (66) (70) | YEAR<br>96 (71) (72) | REGION<br>10 (74) (75) | STATE NAME<br>Oregon | STATE CODE<br>41 (2) (3) | APPN. CODE<br>032<br>124 (4) (6) | ITEM NO.<br>212 (14) (18) |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 spaces)<br>r. Traf.Sig. 62 | NATL. FOREST (63) (65) | FOR MISCELLANEOUS FUNDS ONLY | | | | | | PROJECT NUMBER | | I PROJECTS ONLY | |
| | | FH ROUTE NO. (66) (68) | SUPV AGCY - 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75 | PREFIX LETTER(S)<br>US-TQS- 14 23 | NUMBER-AGR. NO.<br>265 (14) 7 13 | POST MI. MI. (24) (26) | DESIG. 27 |

n Extension & Secondary Transition Quarter

COUNTY NAME Marion — CODE 14 047 16

| | | | | | |
|---|---|---|---|---|---|
| m | F.A. SYSTEM<br>Secondary | RTE NO.<br>S | FEDERAL AID<br>121 | STATE<br>(32) 162 (36) | U.S.<br>(37) -- (41) |

| STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | PROJECT COST<br>TOTAL COST | <br>FEDERAL FUNDS | <br>STATE FUNDS | CHARACTER OF PROPOSED WORK |
|---|---|---|---|---|---|---|---|---|
| | | | | (54) (58) | (59) (66) | (67) (76) | | |
| ITEM AS NOW PRO-GRAMED<br>Stage 2 | 212 | US-265(14) | SR 22, Airport Rd., E. 1.37 mi. (Salem)<br>"Airport Rd.-Lancaster Dr. Interchange Sec." | 1.37 | 2,717,000 | 2,124,000 | 593,000 | Gr., Dr., H.T. pave 4-12' lanes with a 4' (nor.) median & 10' paved shoulders Widen 2 bridges. (L. 390'). Intst. traf. signals & intchge. illum. Landscape & incidental work. |
| | | | PROJECT TOTAL | 1.37 | 2,717,000 | 2,124,000 | 593,000 | |
| RE-QUESTED REVISION<br>Stage 2 | 212 | US-TQS-265(14) | -Same as Above- | (1.37)<br>0.34 | (2,776,800)<br>692,415 (16) (23) | (2,171,100)<br>541,399 (24) (33) | <br>151,016 | -Same as Above- |
| tted Yes ☐ | PROJECT WITHDRAWN ☐ | | PROJECT TOTAL | 0.34 | 692,415 | 541,399 | 151,016 | |

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068

U.S

## REQUEST FOR APPROVAL
## OF INDIVIDUAL PROJECT PROGRAM CHANGE
## (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | FUTURE (66) (70) | YEAR (71) (72) | REGION (74) (75) | STATE NAME

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28 62 | NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 23 | NUMBER-AGR. 7

CARD 4 — CLASS OF FEDERAL FUNDS [1] | COUNTY NAME

NAME OF URBAN AREA 17-31 | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE (32)

| CARD 5 | LINE NO. | CHNG CODE | PROJECT COUNT | WORK CL | WORK TYPE | STEP | STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | PROJECT COST TOTAL COST | PROJECT COST FEDERAL FUNDS | PROJECT COST STATE FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | 16 | 41 | 42 | 43 - 46 | 53 | | | | | (54) (58) | (59) (66) | (67) (76) | |
| 5 | | | | | PE<br>ROW<br>CONST | | RE-QUESTED<br>RE-VISION Stage 2 | 223 | TOS-US-265 (14) | SR 22, Airport Rd., E. 1.37 mi. (Salem)<br>"Airport Rd.-Lancaster Dr. Interchange Sec." | (1.37)<br>1.03 | (2,776,800)<br>2,084,385 | (2,171,100)<br>1,629,701 | <br>454,684 |
| | | | | | | | | | | PROJECT TOTAL | 1.03 | 2,084,385 | 1,629,701 | 454,684 |
| 5 | | | | | PE<br>ROW<br>CONST | | RE-QUESTED REVISION | | | | | (15) (23) | (24) (33) | |
| | | | | | | | | | | PROJECT TOTAL | | | | |

SAM

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

1 — COLUMN 14 ⟶ CODE 11 | CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
January 26, 1976

OTHER:

PROGRAM REVISION REQUESTED
DATE June 1, 1976
SIGNATURE ORIGINAL SIGNED BY L. W. RULIEN
~~XXXXXXXXXXXXXXXXXX~~
Project Management Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

APPR
DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# REQUEST FOR APPROVAL
# OF INDIVIDUAL PROJECT PROGRAM CHANGE
## (PPM 21-1 AND 22-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CATION (45 typewriter spaces) 65 | ADT | | FUTURE (66) (70) | YEAR (71) (72) | REGION (74) (75) | STATE NAME | STATE CODE (2) (3) | APPN. CODE 4 6 | ITEM NO. (14) (18) |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| (35 spaces) | NATL. FOREST | FOR MISCELLANEOUS FUNDS ONLY | | | | | | PROJECT NUMBER | | I PROJECTS ONLY | |
| | | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR | PREFIX LETTER(S) | NUMBER-AGR. NO. | POST MI. MI. | DESIG. |
| 62 | (63) (65) | (66) (67) | 69 | 70 | 71 | 72 73 | 74 75 | 14 23 | 7 13 | (24) (26) | 27 |

| | | |
|---|---|---|
| | COUNTY NAME | CODE 14 16 |

| | | | | | |
|---|---|---|---|---|---|
| | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE (32) (36) | U.S. (37) (41) |

| STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES (54) (58) | PROJECT COST: TOTAL COST (59) (66) | PROJECT COST: FEDERAL FUNDS (67) (76) | PROJECT COST: STATE FUNDS | CHARACTER OF PROPOSED WORK |
|---|---|---|---|---|---|---|---|---|
| RE-QUESTED<br>RE-VISION Stage 2 | 223 | TOS-US-265 (14) | SR 22, Airport Rd., E. 1.37 mi. (Salem)<br>"Airport Rd.-Lancaster Dr. Interchange Sec." | (1.37)<br>1.03 | (2,776,800)<br>2,084,385 | (2,171,100)<br>1,629,701 | <br>454,684 | SAME AS NEXT PAGE |
| | | | PROJECT TOTAL | 1.03 | 2,084,385 | 1,629,701 | 454,684 | |
| RE-QUESTED REVISION | | | | | (16) (23) | (24) (33) | | |
| | | | PROJECT TOTAL | | | | | |

mitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

ore projects. Prepare a form PR-1 for all
h action.

REASON FOR CHANGE:

-Over-

| PROGRAM REVISION REQUESTED | RECOMMENDED | APPROVED |
|---|---|---|
| DATE June 1, 1976 | DATE | DATE |
| SIGNATURE ORIGINAL SIGNED BY L. W. RULIEN | SIGNATURE | SIGNATURE |
| [illegible]<br>Project Management Engineer | TITLE | TITLE |

s of project to another, or covers joint financing, show both classes of funds involved.

OBSOLETE AFTER 7-1-61

USCOMM-DC 48983-P61

## AIRPORT RD.-LANCASTER DR. INTERCHANGE SECTION

## PROJECT NO. US-TQS-265(14)

Reason for Change:

A. To jointly finance the project using Urban Extension and Secondary Transition Quarter funds. The overall length of the project is split between U & TQS Funds on the basis of percentage of U funds available.

B. To include in the "Project Number" the proper prefix letters.

C. To increase "Project Cost" to reflect the latest cost estimate and data.

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W.O.

June 1, 1976

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | 1 | SR 22, Airport Rd., E. 1.37 mi. (Salem) | | 15,500 | 34,000 | 96 | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Gr., Dr. H.T. Pave. 2 Str. Traf.Sig. | | | | | | | | TQS-US- | 265 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
| 4 | Secondary Transition Quarter | Marion |

| CARD | NAME OF URBAN AREA | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|---|
| 4 | Salem | S | 121 | 162 | -- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | SR 22 Airport Rd., E. 1.37 mi. (Salem) | | | | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>6203<br>X081<br>X280<br>Y060 | | "Airport Rd.-Lancaster Dr. INterchange Section" | (1.37)<br>1.03 | (2,776,800)<br>2,084,385 | (2,171,100)<br>1,629,701 | 454,684 | |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|---|---|---|---|
| 1 | 1 | JLG | | 1.03 | 2,084,385 | 1,629,701 | 454,684 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | |

REMARKS

Additional Data: Item Nos. 18
Nos. US-265(11) & (13) respect

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 1, 1976

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| t Rd., E. 1.37 mi. (Salem) (65) | ADT | 15,500 | 34,000 (66) (70) | 96 (71) (72) | 10 | Oregon | 41 (2) (3) | 124 (4) (8) | 223 (14) (19) |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ider | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER (S) | NUMBER | SEQ. NO. | I Projects Only<br>POST MI. | DESIG. |
| raf.Sig. 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | TQS-US- 14 23 | 265 7 | (14) 13 | (24) (26) | 27 |

| | | | |
|---|---|---|---|
| Transition Quarter | COUNTY NAME<br>Marion | CODE<br>047 (14) (16) | PROGRAM STAGE<br>☐ 1 OR ☒ 2 |
| | ROUTE NO. S | FEDERAL-AID 121 (32) | STATE 162 (36) (37)<br>U.S. -- (41) |

| TEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| 53 | SR 22 Airport Rd., E. 1.37 mi. (Salem) | (54) (58) | (59) (66) | (67) (76) | | | Gr., Dr., H.T. pave. 4-12' lanes with a 4' (normal) median & 10' paved shoulders. Widen 2 bridges (L. 390'). Inst. traffic signals and intchge. illum. Landscaping & incidental work common to this type of project.<br><br>ROW-150' minimum; Access control-full; Parking restrictions-Partial. Utility adj. required incl. preparatory work. |
| | | | | | | | |
| | "Airport Rd.-Lancaster Dr. INterchange Section" | (1.37)<br>1.03 | (2,776,800)<br>2,084,385 | (2,171,100)<br>1,629,701 | 454,684 | | |
| JLG | PROJECT TOTALS | 1.03 | 2,084,385 | 1,629,701 | 454,684 | | |
| | | | (16) (23) | (24) (33) | | | |

REMARKS

Additional Data: Item Nos. 181 & 209; Project Nos. US-265(11) & (13) respectively.

-Over-

## AIRPORT ROAD-LANCASTER DRIVE INTERCHANGE SEC.

## PROJECT NO. TQS-US-265(14)

REMARKS - Continued

This project is jointly financed using Urban Extension and Secondary Transition Quarter funds. The overall length of the project is split between U & TQS Funds on the basis of percentage of U funds available.

Project Data: The work consists of the following:

Roadway--Grade, drain and high-type pave four 12-foot lanes with a 4-foot (normal) median and 10-foot paved shoulders. Install traffic signals and lighting at Airport Road intersection and I-5 interchange. Landscaping and incidental work common to this type of project.

Structures--Widen on north side two existing RCDG Bridges as follows:

| MP | Description | Type Code | Est. Cost |
|---|---|---|---|
| 0.0 | Westerly end of project | | |
| 0.57 | Mill Cr.; Br. No. 7769A; hwy. over waterway; prestressed concrete beams; L. 200'; H.C. 83.4' (52.33' widening) | X081 | $259,000 |
| 0.83 | I-5 O'xing; Br. No. 7749A; hwy. over hwy; prestress concrete slab span; L. 190'; H.C. 85.33' (54.25' widening) | X280 | $282,000 |

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated November 12, 1974 and November 20, 1974 respectively.

FHPM 7-7-2 Requirements: Major nonsignifica
FHWA on December 31, 1974. The "Final Negat
in by FHWA on November 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Combined corridor/
requested.

(b) Location/Design--Approval granted b

Note:

(1) The project is in Congressional Dis
(2) On-the-job trainees, as set forth i
on this project will be determined
number stipulated in the P.S. & E.
(3) The work under this project is to
contract as Project M-1560(3). The
known as "25th St. S.E.-Lancaster

Data for PR-37:

| | | | |
|---|---|---|---|
| Roadway | (6203) | ------ | $2,234,800 |
| Bridge | (X081) | ------ | $ 259,000 |
| Bridge | (X280) | ------ | $ 282,000 |
| Utilities | (Y060) | ------ | $ 1,000 |

ER DRIVE INTERCHANGE SEC.

TQS-US-265(14)

iced using Urban Extension and Secondary
erall length of the project is split
of percentage of U funds available.

of the following:

n-type pave four 12-foot lanes with a
an and 10-foot paved shoulders. Install
lighting at Airport Road intersection
Landscaping and incidental work common
ect.

de two existing RCDG Bridges as follows:

|  | Type Code | Est. Cost |
|---|---|---|
| hwy. over<br>ncrete<br>4' (52.33' | X081 | $259,000 |
| A; hwy.<br>rete slab<br>3' (54.25' | X280 | $282,000 |

learinghouse and District 3 Clearinghouse
d November 12, 1974 and November 20, 1974

FHPM 7-7-2 Requirements: Major nonsignificant project concurred in by FHWA on December 31, 1974. The "Final Negative Declaration" was concurred in by FHWA on November 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Combined corridor/design offered but none requested.

(b) Location/Design--Approval granted by FHWA on December 29, 1975.

Note:

(1) The project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.
(3) The work under this project is to be accomplished under the same contract as Project M-1560(3). The overall contract will be known as "25th St. S.E.-Lancaster Dr. INterchange Section".

Data for PR-37:

|  |  |  |
|---|---|---|
| Roadway | (6203) ------ | $2,234,800 |
| Bridge | (X081) ------ | $ 259,000 |
| Bridge | (X280) ------ | $ 282,000 |
| Utilities | (Y060) ------ | $ 1,000 |

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: BR 7769A

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 13, 1976

FROM: R. W. Ellison
Bridge Administration Engineer

R. W. Ellison

TO: Mr. J. H. Versteeg
Road Design Engineer

Attention Mr. Donald L. Trout
Office Engineer

SUBJECT:

Mill Creek Bridge Widening
25th St.S.E.-Lancaster Dr. Intch. Sec.
North Santiam Highway
Bridge 7769A

In the Preliminary Attachment "A" from the Division of State Lands regarding the Mill Creek Structure, items 2 and 3 restricted the time for removal or filling in the permit area and operation in the stream to 2 1/2 months between June 15 and September 1. This is restrictive but could have been met had bids been received in December 1975 as originally anticipated.

The revised schedule shows the contract letting date for June 24, 1976. Allowing 2 weeks to award the contract and 2 weeks start-up time, plus 2 1/2 months work time for a total of 3 1/2 months from letting date, we would like to request an extension of the final date to October 15.

JEB:dh

cc C. G. Swenson

5-14-76 Swenson & I discussed this with Walt Hart. He said to accept the restrictions as they had been issued by the Division of State Lands initially. Don Trout

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
2 Trout T

RECEIVED
MAY 14 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM 81 734 3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 9, 1976

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Used Concrete Median Barrier
Woodburn Interchange-Hayesville
Project

TO: H. S. Coulter
Assistant State Highway Engineer

I discussed with the Resident Engineer the 2,250 lineal feet of the used hook and pin type concrete barrier that belongs to Ball Bros.

1. The barrier was used for traffic control and is the property of the contractor.

2. The Highway Division has no obligation to purchase the barrier but is it available at $4.50 per lineal foot.

3. The barrier would not have to be moved from the Keizer Bar until after July 1, 1976.

4. New hook and pin barrier is available FOB the Wilsonville Plant for $7.00 per lineal foot.

5. The Resident Engineer recommends hook and pin concrete barrier for temporary traffic control rather than the standard tongue and groove concrete barrier.

6. We will need 1,600 to 2,000 lineal feet of concrete barrier for traffic control on the 25th-Lancaster Project. We are hoping that funds will be available for this project in 1976.

7. Twenty-five hundred lineal feet of concrete shoulder barrier will be needed on the Dillard Junction-Myrtle Creek Project on I-5 in Douglas County. This FAI project is scheduled for later this summer.

It is my recommendation that we agree to purchase the barrier for use on the 25th-Lancaster Project. If that project cannot be funded then we can use it on the Dillard Junction-Myrtle Creek Project on I-5. As the barrier is used, a negotiation figure of $3.50 per lineal foot seems appropriate.

JHV:jh

Approved 4/12/76
H S Coulter
ASST. STATE HWY. ENGR.

RECEIVED
STATE HWY ENGR
APR 12 76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

RECEIVED
APR 12 1976
Office of
Assistant State Highway Engineer

**OREGON STATE HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1976

Mr. Russell Richards
Park Planner
City of Salem
Regional Park & Recreation Agency
City Hall
Salem OR 97301

Dear Mr. Richards:

Subj: Airport Road-Lancaster Drive Section
Mission Street, FAUS 1560
City of Salem, Marion County

The proposed bridge structure over Mill Creek, which is part of the subject project, was the subject of a Public Notice circulated by the Corps of Engineers on February 24, 1976 and circulated through state and local governmental agencies by Division of State Lands notice No. 1816.

In answer to your comment on this project, the proposed bridge structure will leave ample width and headroom along the east bank of Mill Creek for future construction of a bicycle path by the Regional Park and Recreation Agency.

Because of the delay by Congress in passing a new Highway Act, we do not have sufficient federal urban extension funds available to proceed with this project. The project is being held in abeyance until such time as funding is assured.

Very truly yours,

Frank E. Terpin
Location Engineer

**REFERRED TO**

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
____ Eriksen ____ ✓ Watson FW
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

WAE:jp
cc J.H. Versteeg
C.O. Fredrickson
Corps of Engineers
Division of State Lands
D.E. Keyes

1 Versteeg ✓
____ Olson ____
2 [illegible] Doc
3 Trout ____

RECEIVED
APR 9 1976

Requires Reply ☐

Form 81-734-3123

faus

CITY
OF SALEM
OREGON

March 30, 1976

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Attention: Dick Unrein
City-County Section

Gentlemen:

Subject: Mission Street Improvement
25th Street to Airport Road
F.A.U.S. 1560

Larry Rulien's letter dated March 1, 1976, indicated the subject project is to be held in abeyance until passage of a new Federal Highway Act.

My letter of February 19, 1976 mentioned several actions the City is required to do prior to advertising this project for bids.

The timing for passage of a new highway act appears quite uncertain. The City is reluctant to start it's process in motion too early, and have the timing lapse again.

If the City started it's process in motion today, we could not meet the Highway Divisions May bid letting date. Assuming passage of a new highway act very soon, the City could meet a June bid letting. The attached schedule shows City and OSHD activities to meet a June letting. Note that we must start our process in motion by April 19, 1976 to meet this schedule. If passage of a new act is after April 19th, the schedule would need adjusting to meet a July or August bid letting.

Please keep us informed regarding the scheduling of this project. We will do everything possible to avoid delaying this project.

Very truly yours,

Ed Sigurd

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

Enclosures

cc: Ralph Lambert, Project Engineer
Phil Stearns, OSHD Region 2
B. T. Van Wormer, Director of Public Works

Unrein
Pls review
and advise me
H

Mission St. F.A.U.
25th to Airport Ro

3-26-76

|  | DATE |  | CITY TO DO | OSHD TO DO |
|---|---|---|---|---|
|  | Apr. | 19 |  |  |
|  |  | 20 | Council Agenda Deadline |  |
|  |  | 21 |  |  |
|  |  | 22 |  |  |
|  |  | 23 |  |  |
|  |  | 26 | Council set Public Hearing |  |
|  |  | 27 |  |  |
|  |  | 28 |  |  |
| HD Bid open) — |  | 29 |  |  |
|  |  | 30 |  |  |
|  | May | 3 |  |  |
|  |  | 4 |  |  |
|  |  | 5 |  |  |
|  |  | 6 | Notice of Intent in Paper |  |
|  |  | 7 |  |  |
|  |  | 10 |  |  |
|  |  | 11 |  |  |
|  |  | 12 |  |  |
|  |  | 13 | Notice of Intent in Paper |  |
|  |  | 14 |  |  |
|  |  | 17 |  |  |
|  |  | 18 |  |  |
|  |  | 19 |  |  |
|  |  | 20 |  |  |
|  |  | 21 |  |  |
|  |  | 24 | Public Hearing + Auth. Bid |  |
|  |  | 25 |  |  |
|  |  | 26 |  |  |
| id open OSHD) — |  | 27 |  |  |
|  |  | 28 | Pick up Bid Info OSHD |  |
|  | June | 1 | Bid Info to Purchasing |  |
|  |  | 2 |  |  |
|  |  | 3 |  | Advertise for Bids |
|  |  | 4 |  | (Daily Journal of Commerce<br>(Pacific Bldgr + Engr.<br>(Assoc. Gen. Cont. |
|  |  | 7 |  |  |
|  |  | 8 | Adv. for Bids |  |
|  |  | 9 |  |  |
|  |  | 10 | (5 Days) |  |
|  |  | 11 |  |  |
|  |  | 14 | Last day to Adv. for Bids | 3 weeks |
|  |  | 15 |  |  |
|  |  | 16 |  |  |
|  |  | 17 |  |  |
|  |  | 18 | Days) |  |
|  |  | 21 |  |  |

|  |  |  |  |  |
|---|---|---|---|---|
|  | June | 1 | Bid Info to Purchasing |  |
|  |  | 2 |  |  |
|  |  | 3 |  | Advertise for Bids |
|  |  | 4 |  | 3 weeks<br>(Daily Journal of Commerce<br>(Pacific Bldgs + Engr.<br>(Assoc. Gen. Cont. |
|  |  | 7 |  |  |
|  |  | 8 | Adv. for Bids |  |
|  |  | 9 | (5 Days) |  |
|  |  | 10 |  |  |
|  |  | 11 |  |  |
|  |  | 14 | Last day to Adv. for Bids |  |
|  |  | 15 | (10 Days) |  |
|  |  | 16 |  |  |
|  |  | 17 |  |  |
|  |  | 18 |  |  |
|  |  | 21 |  |  |
|  |  | 22 |  |  |
|  |  | 23 |  |  |
| ND Bid Open) |  | 24 | (Bid Open at OSHD) | Bid Open |
|  |  | 25 |  | (30 Days Maximum) |
|  |  | 28 |  |  |
|  |  | 29 | Recom Award to Attny. |  |
|  |  | 30 |  |  |
|  | Jul | 1 |  |  |
|  |  | 2 |  |  |
|  |  | 6 |  |  |
|  |  | 7 |  |  |
|  |  | 8 |  |  |
|  |  | 9 |  |  |
|  |  | 12 | Award by Council |  |
|  |  | 13 |  |  |
|  |  | 14 |  | (Receive City Concurrence |
|  |  | 15 | Deposit 11% with OSHD |  |
|  |  | 16 |  | (Receive FHWA Concurrence |
| ity's 11%<br>Approx $26,300 |  | 19 |  | (Receive City Deposit |
|  |  | 20 |  |  |
|  |  | 21 |  | (Award |
|  |  | 22 |  |  |
|  |  | 23 |  | Contract Must be Awarded by Today. |
|  |  | 26 |  |  |
|  |  | 27 |  |  |
|  |  | 28 |  |  |
| SHD Bid Open) |  | 29 |  |  |
|  |  | 30 |  |  |
|  | Aug | 2 |  |  |
|  |  | 3 |  |  |
|  |  | 4 |  |  |
|  |  | 5 |  |  |
|  |  | 6 |  |  |

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-2

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: 124-1968

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 18, 1976

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Walt Hart
BRIDGE ENGINEER

SUBJECT: Mill Creek Bridge Widening
25th St. SE-Lancaster Dr. Int.
Section, North Santiam Highway
Marion County

We have reviewed Donald L. Trout's letter of March 9, 1976, relative to the footing construction on the subject structure. As you know, the Region 2 Office has not been in favor of alternate bids on footing types, and we recommended that if the spread footings were installed as the most desirable alternate, that riprap be placed in the bottom of the stream to eliminate the possibility of future scour. Mr. Trout's letter indicates that after discussing this project with you the riprap was eliminated and would be included as an extra work item, if it was determined during construction that it was necessary.

This office does not believe that the spread footing alternate is viable without the riprap being installed. It would be preferrable from a construction-administration standpoint to negotiate for the elimination of the riprap, should it be determined that it was not necessary, in preference to negotiating for the riprap after the contract was let. It would also be necessary for us to do a considerable amount of work with the agencies involved with the siltation of Mill Creek. From a contracting standpoint, it would be especially desirable to have this clarified before the contract was let.

Please take this into consideration prior to the advertisement for this contract. I believe it would eliminate a considerable number of difficulties from our standpoint.

REFERRED TO
____Beard____ ____Reed____
____Cole____ ____Sample____
____Eriksen____ ✓ Watson
____Hager____ ____Wolfe____
[✓ Return] Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

COF/elf

cc: Donald L. Trout ✓
C. G. Swenson
Don Keyes
C. T. Keasey

2 Versteeg ✓
____Olson____
____Christensen Don
____Scott____
____Swenson____
____Anderson____
1 Trout

RECEIVED
MAR 19 1976
ROAD DESIGN SECTION

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Salem, Oregon
March 10, 1976

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

C. O. Fredrickson
Region 2 Engineer

Mill Creek Bridge Widening
25th St. SE-Lancaster Dr. Intchg.
FAU 2009 (Mission St. SE) & N.
Santiam Highway
Marion County

Here is a copy of a letter from Boise Cascade to the Corps of Engineers commenting on the public notice for the Corps of Engineers' permit for this work.

Undoubtedly Boise Cascade's requests will be made a condition of the Corps' permit when it is issued. As you can see from their letter we will need to notify Boise Cascade when we are doing the work. Their letter is being sent so you can take the appropriate action when the time comes.

DLT:jh

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Anderson
Trout

RECEIVED
MAR 10 1976
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Bring Up / /
Other

**Paper Group**

P. O. Box 2089
Salem, Oregon 97308
(503) 362-2421

**Boise Cascade**

March 4, 1976

Department of the Army
Portland District, Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Attention: Mr. A. J. Heineman

RE: Public Notice # 071-OYA-1-002045
Dated 23 February, 1976

Gentlemen:

As specified in the above referenced public notice, sub paragraph dd., "Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life".

The water supply for our paper mill operations in Salem is supplied by way of Mill Creek by authority of an 1856 water right. The proposed work will tend to produce an increase in turbidity. Under normal conditions, we can handle increases such as this so long as we have advance notification of the hours and days of operation. Accordingly, we request that an additional condition for issuance of the permit be as follows: "Boise Cascade Corp., Paper Division, Salem shall be notified of the times of the operations that will produce turbidity changes in Mill Creek.

REFERRED TO
[illegible]
By Location Engineer
" [illegible]

RECEIVED
MAR 8 1976
LOCATION
SECTION

Further, should turbidity become so high that the water becomes unsuitable for manufacturing paper, Boise Cascade shall have the right to stop the operations immediately until satisfactory conditions or work procedures are met".

Notification of operations may be made by phone to Don Penrose or Fred Engelhardt in the Boise Cascade Engineering Department - phone number 362-2421 extension 225. Thank you for your consideration.

Sincerely,

BOISE CASCADE/Paper Group

Erwin D. Penrose

Erwin D. Penrose
Energy Engineer

EDP/rj

cc: Fred Engelhardt - Boise Cascade Corp.
Jim Fahlstrom - Boise Cascade Corp.

✓Oregon Department of Transportation
Victor D. Wolfe

Department of Environmental Quality

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 9, 1976

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Mill Creek Bridge Widening
25th St. SE-Lancaster Drive
Interchange Section
FAU 2009 (Mission St. SE)
& N. Santiam Highway
Marion County

Because of the chance of polluting Mill Creek during construction I was asked to review, with the Bridge Design Section, the alternate footing designs. The alternates on the two bents in the stream are for spread footings or pilings. The plan also called for a layer of riprap around the spread footing alternate. A rough computation revealed 40 cubic yards of excavation would be necessary for the piling alternate, 475 cubic yards for the spread footing with riprap and 150 cubic yards for the spread footing without the riprap.

After urging Mr. Walt Hart, Bridge Design Engineer, to eliminate the spread footing alternate because it required the most excavation in the stream his recommendation was to eliminate the riprap as a bid item but leave in the two alternates. The riprap would be included as an extra work item to be used if necessary.

DLT:jh
cc: Walt Hart
C. G. Swenson
Don Keyes

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Anderson
Trout

jh

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MAR 10 1976
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Beard
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Eriksen
✓ Watson W
Hager
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FAUS/State Salem

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| | | FEDERAL AID PROJECT NO.<br>S-265(13) |
| | | STATE PROJECT NO.<br>See below |
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Marion |
| 3-5-76 | ITEM NO.<br>U-209 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
MAR 10 1976
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ■ UE
☒ UPE ☑ CE ☐ RE ☐ RPE ☐

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>3/5/76 | FEDERAL ROUTE NUMBER<br>Secondary Route 121 |
| | | STATE ROUTE NUMBER<br>Secondary Route ~~161~~ |

GENERAL LOCATION:

"Airport Road-Lancaster Drive Section"

GENERAL DESCRIPTION OF WORK:

Program change and acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change.

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 12-12-75 approved this project for inclusion in the Federal-aid program.

I approve the program change increasing the total estimated cost of the project to read $87,000, Federal funds $68,000 as requested in Mr. Rulien's 2/18/76 letter.

Also, as requested in Mr. Rulien's letter, you are now authorized to proceed with the acquisition of File #48864 at a total estimated cost of $75,000, Federal funds $58,620 as outlined on Exhibit Map #1.

| | | |
|---|---|---|
| DATE<br>3/5/76 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

13

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
TATE HWY ENGR
MAR 2 '76
REFER TO
FOR
Init Inve R/D D/R Sign Act File

March 1, 1976

Mr. Edward A. Sigurdson
City Engineer
City of Salem
555 Liberty Street, S. E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

RE: Mission Street Improvement
25th Street-Airport Road
FAUS 1560

Dear Mr. Sigurdson:

Your February 19, 1976 letter requested that the Mission Street improvement be rescheduled to the April 1976 bid letting to comply with your city charter provisions.

As you know, your project is linked to our Airport Road to Lancaster Drive section project. Because of the delay by Congress to pass a new highway act, we have insufficient federal urban extension funds to proceed with our project. We are hopeful that Congress will pass a new highway act in the next few months. Until then, we must hold both of these projects in abeyance.

Our Region Office will inform you when the projects have been rescheduled.

Very truly yours,

ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Project Management Engineer

LWR/RU:sch

bc: E. S. Hunter ✓
J. H. Versteeg
Ben Gifford
C. O. Fredrickson

Form 81-734-3123

FAUS
Salem

CITY
OF SALEM
OREGON

February 19, 1976

2/23/76 This project should be re-scheduled for the April 29, 1976 bid opening. [illegible]

copies to: E.S. Hunter
J.H. Versteeg
Ben Gifford
C.O. Fredrickson

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Dick Unrein
City-County Section

Gentlemen:

Subject: Mission Street Improvement
25th Street to Airport Road
F.A.U.S. 1560

The subject project is a portion of the State's 25th Street to Lancaster Drive interchange project. The project was scheduled for a February 1976 bid letting. Due to certain last minute problems, the bid opening has been delayed.

The City approved plans for this project in August, 1975. Affected property owners were notified of the improvement and a public hearing was held in September, 1975. Our City Charter requires that we commence the proposed improvement within six months of the "Notice of Intent" to improve the street. This six month period will lapse March 11, 1976, and the project will not be under contract.

Now the City, by Charter, must send out new "Notice of Intents" to improve the street and hold another public hearing before City Council. Our schedule is as follows:

| | |
|---|---|
| February 23, 1976 | City Council set public hearing for March 22, 1976 |
| March 1 to 19, 1976 | Legal Notices |
| March 22, 1976 | Public Hearing before City Council and Council authorization to invite bids |

In order for us to follow this schedule, we request that the State reschedule this project for an April, 1976 bid letting.

Very truly yours,

Ed Sigurdson

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

cc: Phil Stearns, OSHD Region 2
B. T. Van Wormer, Director of Public Works

3:15PM 2/23/76

Discussed our lack of FAUS funds with Sigurdson as mentioned [illegible] Hwy Act. RU

Unrein

RECEIVED
COUNTY & CITY SECTION
FEB 23 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

--AN EQUAL OPPORTUNITY EMPLOYER--

162

FORM 81 7-4 [illegible]

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 26, 1976

FROM: PERRY A. CROSLEY
Right of Way Agent

TO: C. O. FREDRICKSON
Regional Engineer
2960 East State Street
Salem, Oregon 97310

SUBJECT: Permit of Entry
File 48864 - State Board of Control
General Services
25th St.-Lancaster Dr. Section
Mission St. and N. Santiam Highway

REGION 2 ENGINEER
RECEIVED
F RE | W RCE | / RME | ☐ RTE | ☐ ROE
☐ ULE | ☐ GEO | ☐ RSO | ☐ ROC | ☐ RFE

Here is a copy of the Permit of Entry to the General Services property. As I stated before that agency would only part with the smaller amount of the taking, enough to build the shorter frontage road.

I expect the agreement to buy the smaller taking on the other side of Airport Road any time now.

Versteeg
Olson
I Christensen Dee
Scott
Swenson
Anderson
Trout HW
Watson

RECEIVED
MAR 2 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Perry A Crosley
PERRY A. CROSLEY
Right of Way Agent

PAC:jj
cc:J. B. BOYD

cc Lyle Watson w/attach
E J Hall " "

[illegible]

File No. 48864

Name: Oregon Dept. of General Services

25th St.-Lancaster Dr. Section

Mission St. and N. Santiam Highway

Marion County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of the 25th St. and Lancaster Dr. Section of the North Santiam Highway, the undersigned does hereby grant the State of Oregon, by and through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property described as follows:

(SEE EXHIBIT A) (Note area outlined in orange)

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is understood that the Highway Division will negotiate a settlement of the purchase of this real property by September 1, 1976.

It is further understood that a right of access will be allowed to the remaining real property at Engineer Station 25+67.

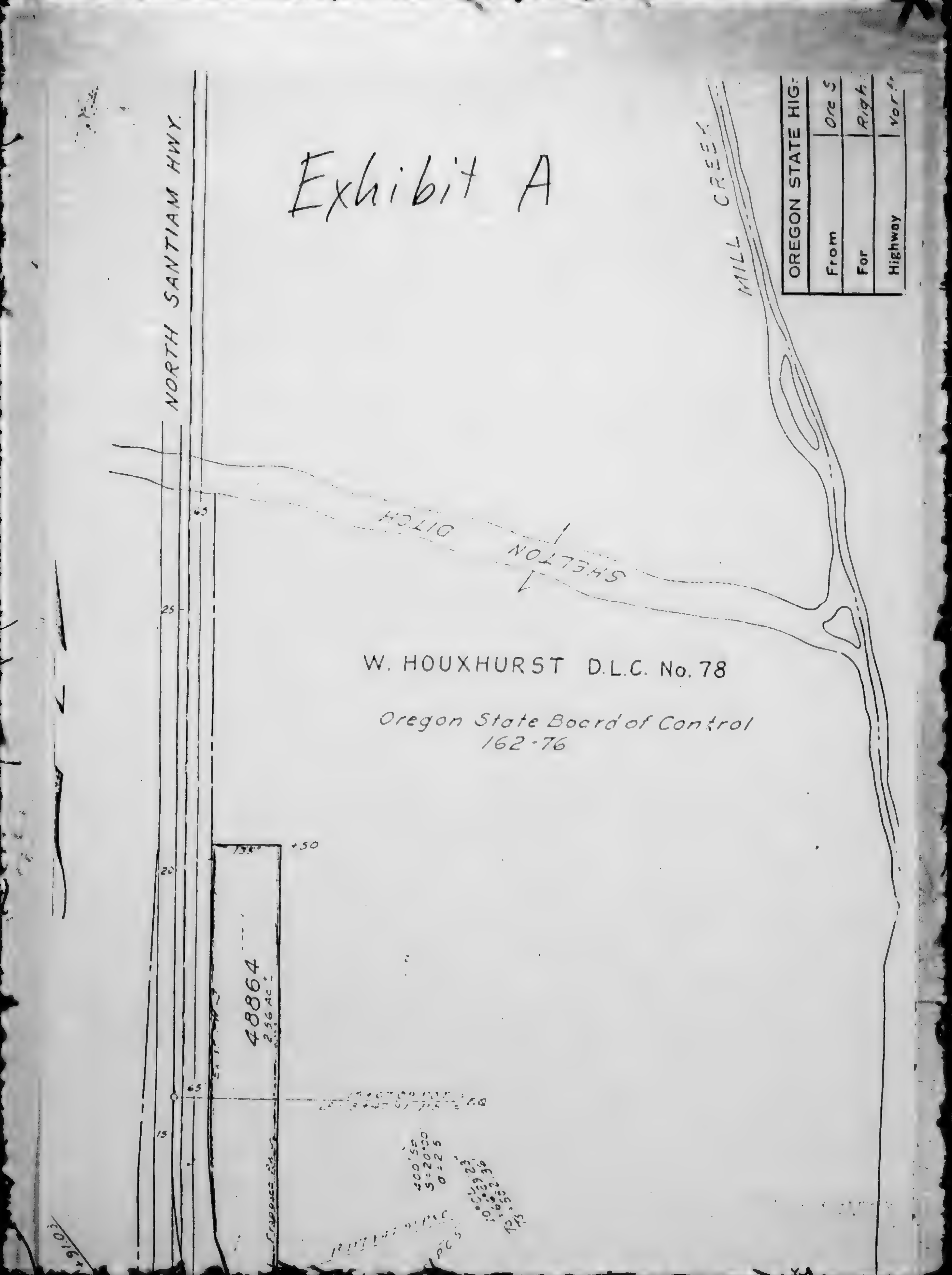
The subject area consists of approximately 2.56 acres.

(Signature)
Director, Department of General Services

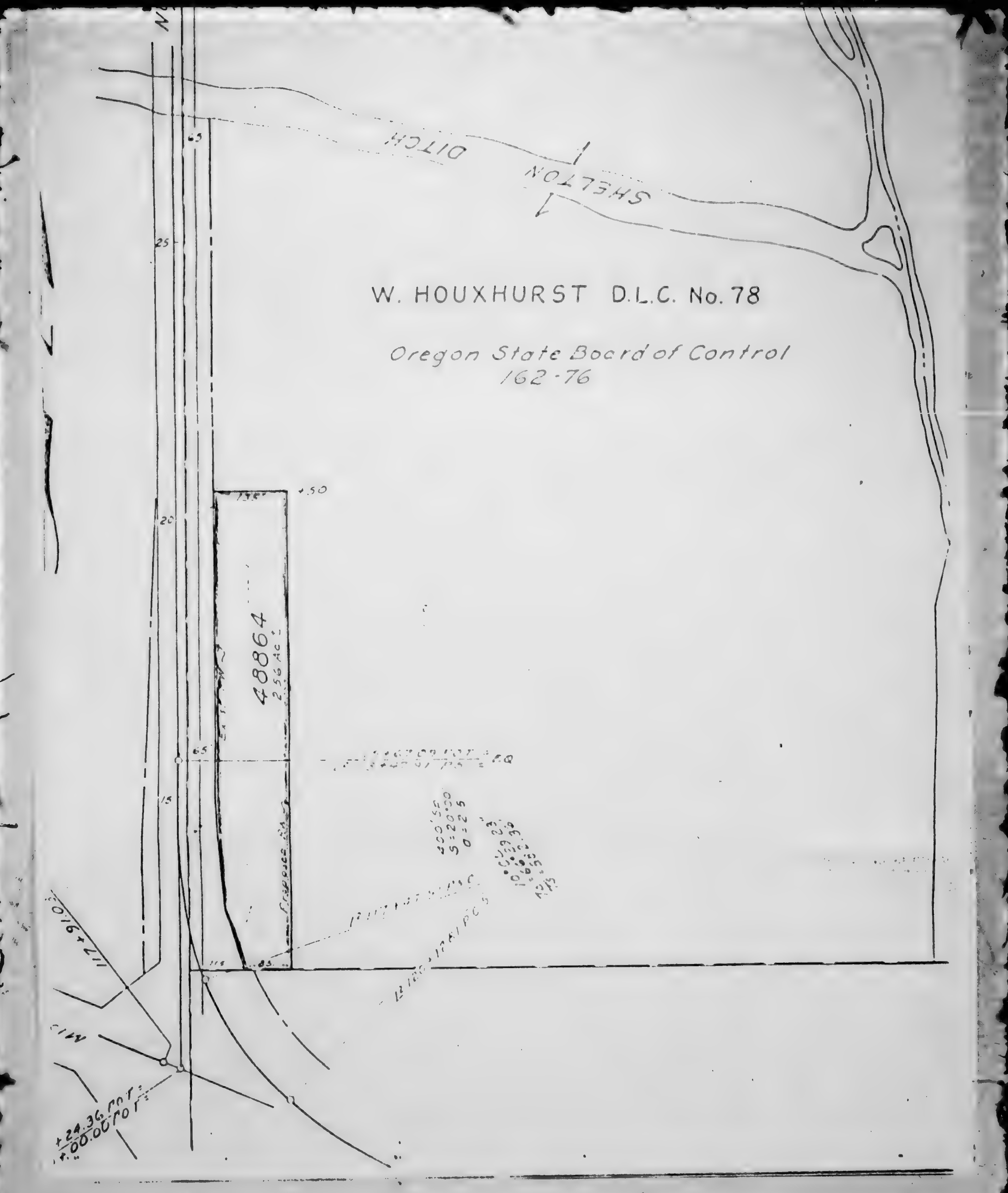
(Signature)

Dated this 25th day of February, 1976.

Exhibit A



OREGON STATE HIG
From Ore S
For Righ
Highway Nor
NORTH SANTIAM HWY.
MILL CREEK
SHELTON DITCH
65
25
20
15
W. HOUXHURST D.L.C. No. 78
Oregon State Board of Control
162-76
135'
+50
48864
2.56 Ac±


W. HOUXHURST D.L.C. No. 78
Oregon State Board of Control
162-76
SHELTON
DITCH
48864
2.56 Ac.±
+.50
65
25
20
65
15
83
117+91.01
+24.36 P.O.T.
+00.00 P.O.T.
Proposed R/W
200' SS
S=20°00
a=25
12.13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 23, 1976

In reply refer to: 1041RW

SUBJECT: Oregon Project US-265(13)
Airport Road - Lancaster Drive Section
Leonard Ryan Property

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Rulien's letter, dated 2-18-76, submitted documentation to support the construction of an access road to the Leonard Ryan property. The document submitted indicates that the access road will be constructed across the right-of-way to be acquired from the State of Oregon and that no right-of-way will be required from the Ryan property. The access road will connect to the Ryan property at approximately station 118 plus 40.

It is our understanding that when property was previously acquired from the Ryan tract that the agreement included the so called "future frontage road clause". We are not fully acquainted with the State statutes which permit use of the clause. Please provide documentation from your Legal Section that the State may, without contacting the property owner or acquiring a real property interest, legally access the Ryan property by connecting his existing access to the proposed access road.

G. L. Green

CC
OSHD (L. Rulien)
OSHD (J. Sollis)
OSHD (J. Oakes)

RECEIVED
STATE HWY. ENGR
FEB 24 '76
REFER TO
Rulien
FOR

cy Schroeder
2/24

Febru[illegible] 1[illegible]

Memo [illegible]

Lyle H. [illegible]

25th St. - [illegible]
[illegible]
Mori[illegible]

The [illegible] has been eliminated and replaced with 8 inches of [illegible] Concrete. This eliminates the [illegible] material [illegible] the [illegible]. The [illegible] and [illegible] handling will be simplified and [illegible] one construction [illegible].

The revision of the base design was approved by Paul Keidl, FHWA on Wednesday Febr 18, 1976.

1 Versteeg ✓
2 Olson
3 Terpin Doc
Scott
4 Swenson
Anderson
Trout

RECEIVED
FEB 18 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Pro 6-2

February 18, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Change
Project No. US-265(13)
Airport Rd.-Lancaster Drive Section

We hereby request your approval of a minor program change on the subject project to increase the total cost to $87,000 and federal funds to $68,000 as a result of the need to purchase an additional parcel to provide an access road to eliminate an existing access at station 118+40. The enclosed copy of Mr. Terbell's letter of February 13, 1976 indicates $240,000 damages would result from elimination of the access. Mr. Oakes' memo of February 10, 1976 sets forth the estimated cost to acquire the necessary property to provide an access road is $75,000 and the enclosed cost estimate indicates the cost of constructing the access road to be $43,644.94 for a total of $118,644.94 which will result in a savings of approximately $121,365 over landlocking the property.

The cost of constructing this access road is a right-of-way item; however, since the work will be done by contract under construction project US-265(14) we propose, for ease of accounting, to include the work in the construction project by submitting a request for a program change for this work.

We hereby request, concurrent with the approval of the above requested program change on project US-265(13), authorization to proceed with the actual acquisition of parcel 48864 at an estimated total cost of $75,000 with an obligation of $58,620 in federal funds. The property to be acquired is as outlined in red on the enclosed sketch maps and does not involve any relocation.

Encl.

CL:re

cc: J. R. Oakes
D. E. Swan
F. E. Lowe

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 17, 1976

FROM: DNStoudenmeyer
D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: 25th St.-Lancaster Dr.
N. Santiam Highway
Marion County

TO: MEMO TO THE FILES

FHWA has refused to clear this project for construction due to an access problem in the northeast quadrant of Airport Road and the highway. There is an existing approach entering our freeflowing turn from westbound highway traffic to northbound Airport Road. The existing traffic island must also be crossed to get to the approach.

We are planning to relocate the access some thousand feet north on Airport Road by frontage road which will require right of way from the State Land Board property east of Airport Road.

In order to not hold the project up too long we plan to get a permit of entry from the State Land Board with right of way purchase to follow.

The city of Salem, has advised us that it will be necessary to hold another public hearing. They expect to be clear for an April letting.

This new access plan is being prepared in Final Design and when completed will be sent to the Region who in turn will contact the property owner.

DNS:az
cc: E. S. Hunter
C. O. Fredrickson

1 Versteeg ✓
Olson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 17 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem

February 13, 1976

FROM: E. J. Hall
Project Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: 25th St. S.E.-Lancaster Drive
Interchange Section
Access Location - Board of
Control Property - R/W File #48864

In accordance with your request yesterday, I met today with Colonel Oliver of the Oregon Military Department and Kerry Dayton, relative to the Military's Department plan for access to their proposed developement on the West side of Airport Road. Colonel Oliver stated that the newly constructed access road located at "AR" Station 22+53, will be the only access to the Northerly end of their property and ~~will also~~ service a storage compound located in back of the Naval Reserve property. This access is covered by a permit, granting a 40 foot wide approach.

As discussed yesterday, it is now proposed that 22+53 the frontage road on the Easterly side be extended Northerly so that the frontage road will be directly opposite the Military access road, Station "AR" 22+58. This will necessitate extending the R/W taking to Station 23+00. Pursuant to instructions from Gerald Wimer, a copy of this letter with a revised R/W sketch is being delivered to Adrian Olsen with a request to revise the R/W taking to reflect this change.

cc: C. O. Fredrickson
Adrian Olsen
Perry Crosley

Move frontage road to 22+53

2/13/76

R/W sketch to Scott for revision.

2/13/76

Revised Desc. to R/W 2-17-76

1 Versteeg ✓
2 Olson
Terpin
3 Scott
Swenson
Anderson
Trout

RECEIVED
FEB 17 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
L. K. WATSON

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem
February 12, 1976

FILE:

E J Hall

FROM: E. J. Hall
Project Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: 25th St. S.E.-Lancaster Drive
Interchange Section
Access Location - Board of Control
Property, R/W File #48864

In accordance with your request we checked the location of an access from the Board of Control property to Airport Road at a point approximately 50 feet Southerly of the South bank of the Shelton Ditch. An approach at this point is too close to the Shelton Ditch Bridge, with allowances for the radius of the approach. Also, the guard rail coming off the S.E. corner of the bridge would have to be shortened considerably.

After discussing the location of the access with Adrian Olsen, we are recommending a location approximately 80 feet Southerly of the Southerly end of the guard rail. This will allow for future construction of a 44' wide approach with a radius of 55 feet. This proposed access location is directly opposite the sidewalk leading into the Naval Reserve Building.

Station of access would be "AR" 25+67 which will leave a distance of about 435 feet between this proposed access and the frontage road access.

RHW will grant this access.

22+53 see E J Hall letter 2/13/76

District Engineer, Rick Kuehn recommended the requested access be located about Station "AR" 21+80, which point is approximately 575 feet Southerly of Shelton Ditch and ~~would~~ be located directly opposite the future access to the Military Department proposed buildings on the West side of Airport Road. This would be an acceptable location except this is within 130 feet of the new frontage road access, which would leave only about 20 feet between the two 55 foot road approach radii.

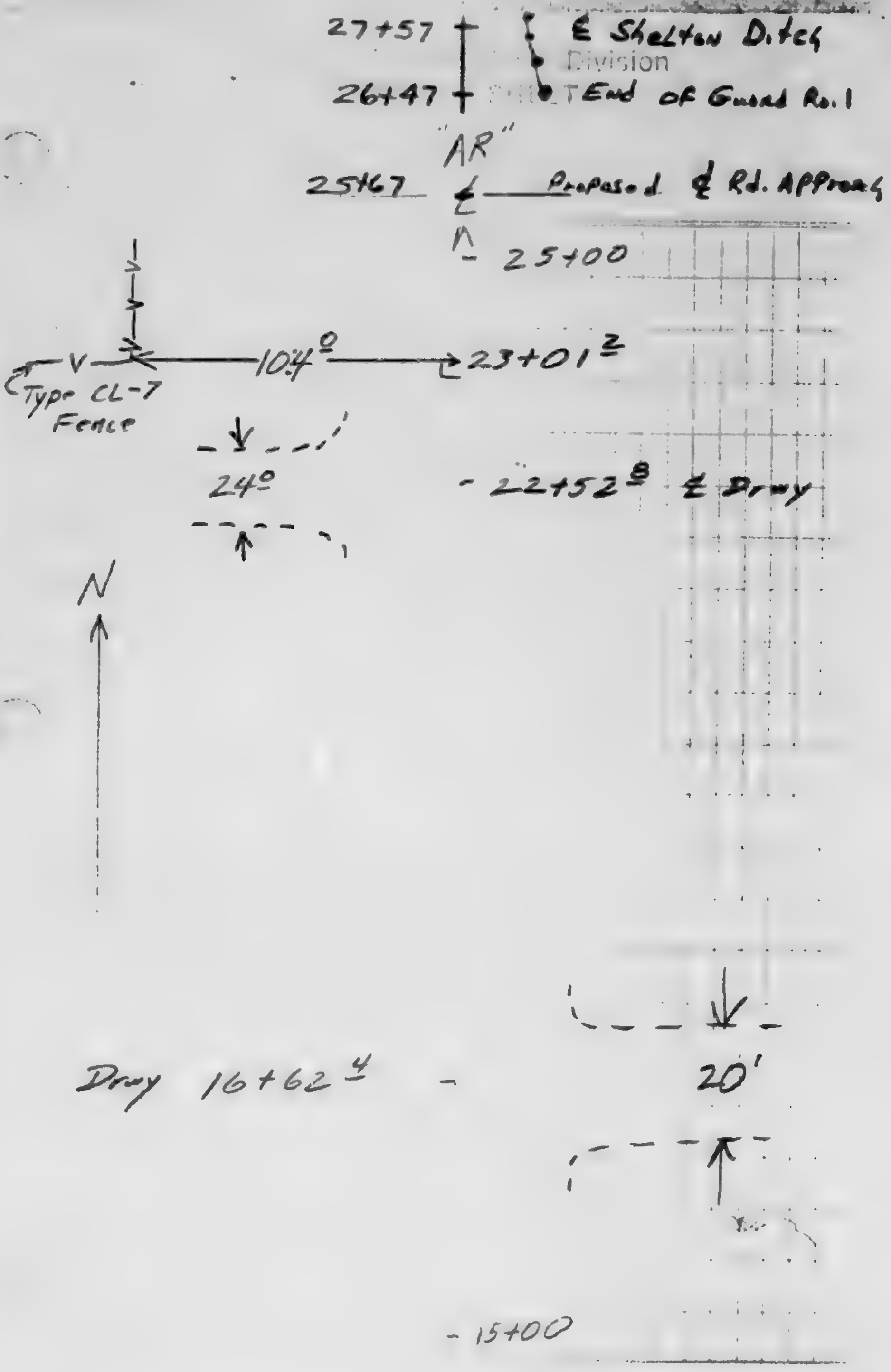
It is my understanding that the existing Board of Control access at Station 16+65 will use the proposed frontage road for access and will no longer enter the Airport Road at Station 16+65.

Military access 22+53
Frontage Road at 19+90
2[illegible] feet

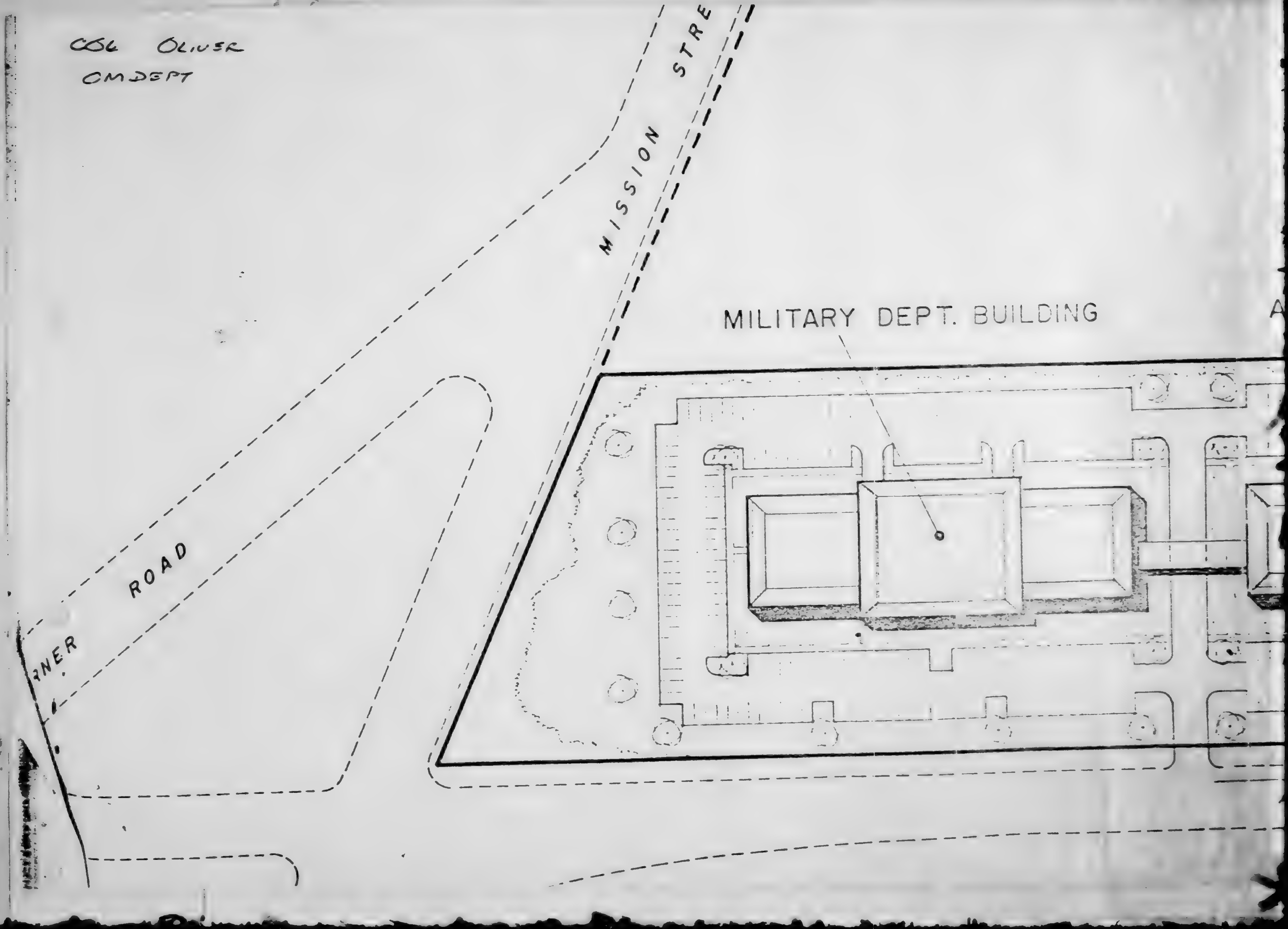
Move to 22+53
AO. 2/13/76

NOTED
L. K. WATSON

NOTED
L. K. WATSON



27+57
℄ Shelton Ditch
Division
26+47
End of Guard Rail
"AR"
25+67
Proposed ℄ Rd. Approach
25+00
10.4°
23+01²
Type CL-7 Fence
24°
22+52⁸ ℄ Drwy
N
Drwy 16+62⁴
20'
15+00


MISSION STRE
MILITARY DEPT. BUILDING
A
ROAD
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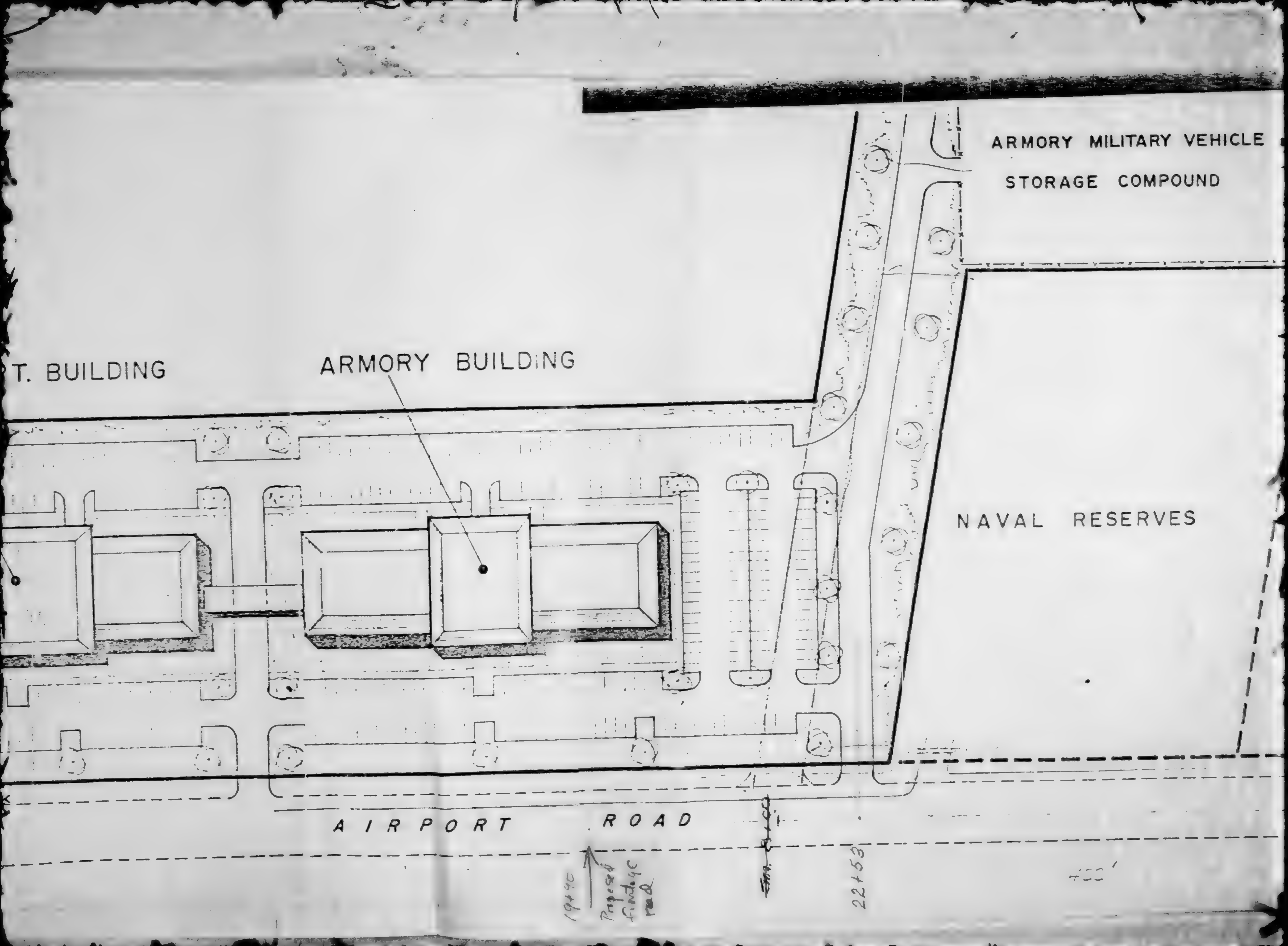
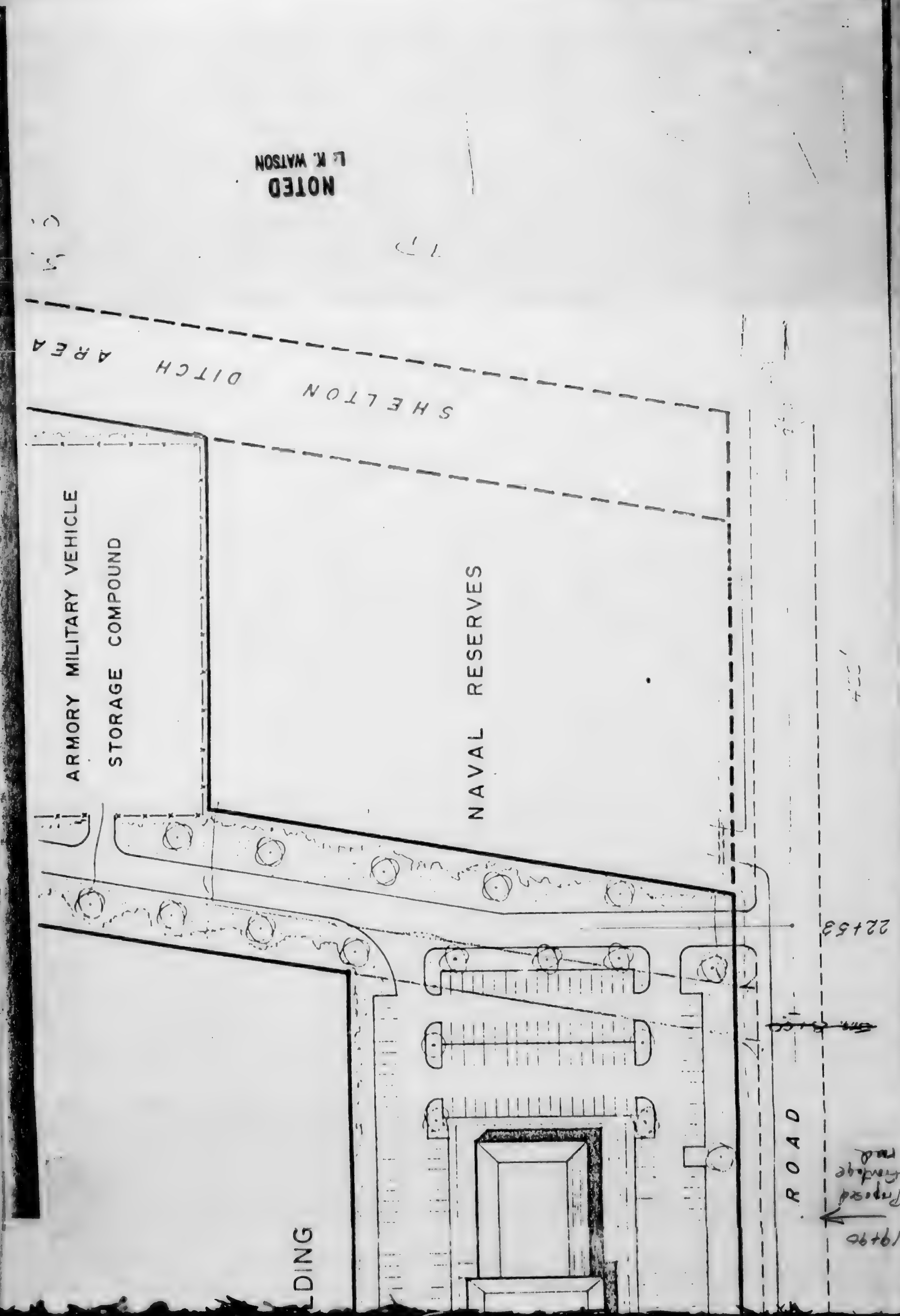
COL OLIVER
QMDEPT


ARMORY MILITARY VEHICLE
STORAGE COMPOUND
T. BUILDING
ARMORY BUILDING
NAVAL RESERVES
AIRPORT ROAD
19+90
Proposed frontage road
Ent. 21+60
22+53
400'

NOTED
L. K. WATSON


SHELTON DITCH AREA
ARMORY MILITARY VEHICLE
STORAGE COMPOUND
NAVAL RESERVES
22+53
ROAD
DING
19+90
Proposed
frontage
road

162

FORM 81-714 3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 11, 1976

Merlyn A. Anderson

FROM: Merlyn A. Anderson
Acting Landscape Engineer

TO: MEMO TO THE FILES

SUBJECT: 25th St. S.E.-Lancaster Dr.
Interchange Section
City of Salem Concurrence
with Landscaping Plan From
Airport Road to 25th St.

I telephoned Bill Lovata, Salem City Parks, and asked him to review their design we drafted for the contract plans. I recommended planting Juniper instead of Ivy. If they wanted the ivy I recommended 2' on center spacing instead of one foot on center. Bill reviewed the plans and decided they were okay as drawn. He did however, want to make sure that all low areas would be filled in to provide adequate drainage.

MAA:az
cc: H. Versteeg

1 Versteeg ✓
2 [illegible] 
4 [illegible] Doc
[illegible]
3 [illegible]
Anderson
[illegible]

RECEIVED
FEB 1[illegible] 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

NOTED
L. K. WATSON

Salem, Oregon
February 9, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48864 - Board of Control
25th St. - Lancaster Dr. Section
North Santiam Highway
Marion County

Attached is a description, an authorization and right of way prints covering right of way for construction of an access road on the subject section.

Also attached are ~~3~~ 2 prints of a 1" = 200' sketch map which are to be sent to Rod Henry along with the option.

[illegible]

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-26-76

BY (Signature): L. W. Rulien's letter of 1-8-76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 1 | M-1560(3) | 0.23 | 322,500 | 252,100 | 25th St. SE.-Airport Rd. (Salem) Section.<br>Marion County<br>State of Oregon | Grade, drain, high type pavement Illumination including utility preparatory work |
| 212<br>1-26-76 | US-265(14) | 1.37 | 2,717,000 | 2,124,000 | Airport Road-Lancaster Drive Interchange Section.<br>Marion County<br>State of Oregon | Grade, drain, high type pavement, 2 structures and traffic signals including utility preparatory work. |

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE<br>1-26-76 | SIGNATURE AND TITLE<br>for G. L. Green, Division Administrator |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 8, 1976

| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| | 1 | City St., Jct. SR 22, W. 0.23 mi. (Salem) | | 17,100 | 34,000 | 96 | 10 | Oregon |

| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| | Gr., Dr., H. T. Pave, Illum. | | | | | | | | M- | 1560 |

| CARD 4 | CLASS OF FEDERAL FUNDS | COUNTY NAME | | | CODE |
|---|---|---|---|---|---|
| | Urban System | Marion | | | 047 |
| | NAME OF URBAN AREA | ROUTE NO. U | FEDERAL-AID | STATE | U.S. |
| | Salem | | 1560 | City St. | --- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | City St., Jct. SR 22, W. 0.23 mi. (Salem) | | | | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>TOPICS<br>6203 | | "25th St. S.E.-Airport Rd. (Salem) Sec." | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City) |

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| | | JG | | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City) |

PROGRAM APPROVAL DATES

JAN 26 1976

FHWA OREGON DIVISION

REMARKS

Additional Data: Item Nos. 16 & 58
M-1560(1) & (2) respectively.

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

PR-1
(4-61)

# FEDERAL-AID PROGRAM DATA

anuary 8, 1976

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 23 mi. (Salem) | ADT | PRESENT<br>17,100 | FUTURE<br>34,000 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W32 | ITEM NO.<br>61 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S)<br>M- | NUMBER<br>1560 | SEQ. NO.<br>(3) | I. Projects Only: POST MI. | DESIG. |

| | | | | | |
|---|---|---|---|---|---|
| COUNTY NAME | Marion | | | CODE<br>047 | PROGRAM STAGE<br>☐ 1 OR ☒ XX 2 |
| ROUTE NO. U | FEDERAL-AID<br>1560 | STATE<br>City St. | U.S.<br>--- | | |

| RMINI (scription) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| ct. SR 22, W<br>Salem)<br>S.E.-Airport<br>) Sec." | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City) | Gr., Dr., P.T. pave a curbed sec. providing 4-12' lanes with 2' shy distance &c a 14' median. Const. 5' conc. walk on north side. Illum., landscaping & incidental work common to this type of project.<br>ROW-85' min;<br>Access control-none;<br>Parking restrictions-Complete.<br>Utility adj. required incl. preparatory work. |
| PROJECT TOTALS | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City) | |

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☐ UR ☐ AE ■ UE
☐ UPE ☑ BE ☐ RE ☐ RPE ☐

REMARKS
Additional Data: Item Nos. 16 & 58; Project Nos. M-1560(1) & (2) respectively.

-OVER-

## 25th ST. S.E.-AIRPORT RD. (SALEM) SECTION

### PROJECT NO. M-1560(3)

Project Data: The work consists of grade, drain and high-type pave a curbed section providing four 12-foot lanes with 2-foot shy distance and a 14-foot median, 5-foot walk on north side, lighting, landscaping and incidental work common to this type of project.

FHPM 7-7-2 Requirements: Major non-significant project concurred in by FHWA on December 31, 1974. The "Final Negative Declaration" was concurred in by FHWA on November 24, 1975.

Note:

(1) The project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.
(3) The work under this project is to be accomplished under the same contract as Project US-265(14). The overall contract will be known as "25th St. S.E.-Lancaster Dr. Interchange Section".

Data for PR-37:

Roadway (6203) ------ $ 321,500
Utilities (Y060) ------ $ 1,000

JG:re

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 8, 1976

| CARD 2 | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
|  | (19) 1 (20) | 21 SR 22, Airport Rd., E. 1.37 mi. (Salem) 65 |  | 15,500 | (66) 34,000 (70) | (71) 96 (72) | 10 | Oregon |

| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | PROJECT NUMBER: NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
|  | 28 Gr, Dr, H. T. Pave, 2 Str, Traffic Signal 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 US- 23 | 7 265 |

| CARD 4 | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
|  | Urban Extension | Marion |
|  | NAME OF URBAN AREA 17-31 Salem | ROUTE NO. S · FEDERAL-AID 121 (22) · STATE 162 (30) · (37) U.S. -- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | 16 | 41 | 42 | 43 46 | 53 | SR 22, Airport Rd., E. 1.37 mi. (Salem) | (54) (58) | (59) (66) | (67) (78) |  |  |
| 5 |  |  |  |  | PE |  |  |  |  |  |  |  |
| 5 |  |  |  |  | ROW |  |  |  |  |  |  |  |
| 5 |  |  |  |  | CONST<br>(CODE)<br>6203<br>X081<br>X280<br>Y060 |  | "Airport Rd.-Lancaster Dr. Interchange Section" | 1.37 | 2,717,000 | 2,124,000 | 593,000 |  |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS |
|---|---|---|---|---|---|---|---|
| 1 | 1 | JG |  | 1.37 | 2,717,000 | 2,124,000 | 593,000 |
| 1 | 14 |  |  |  | (18) (23) | (24) (33) |  |

PROGRAM APPROVAL DATES

JAN 26 1976

FHWA OREGON DIVISION

REMARKS

Additional Data: Item Nos. 181
Nos. US-265(11) & (13) respectiv

-OVER-

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 8, 1976

| TION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| rport Rd., E. 1.37 mi. (Salem) |  | 15,500 | 34,000 | 96 | 10 | Oregon | 41 | 032 | 212 |

| pewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| , Traffic |  |  |  |  |  |  |  | US- | 265 | (14) |  |  |

an Extension

COUNTY NAME: Marion

CODE: 047

ROUTE NO.: S

FEDERAL-AID: 121

STATE: 162

U.S.: --

PROGRAM STAGE: ☐ 1 OR XX 2

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
|  | SR 22, Airport Rd., E. 1.37 mi. (Salem)<br>"Airport Rd.-Lancaster Dr. Interchange Section" | 1.37 | 2,717,000 | 2,124,000 | 593,000 |  | Gr., Dr., H.T. pave 4-12' lanes with a 4' (normal) median & 10' paved shoulders. Widen 2 bridges (L. 390'). Inst. traffic signals and intchge. illum. Landscaping & incidental work common to this type of project.<br>ROW-150' minimum; Access control-Full; Parking Restrictions-Partial.<br>Utility adj. required incl. preparatory work |
|  | PROJECT TOTALS | 1.37 | 2,717,000 | 2,124,000 | 593,000 |  |  |

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☒ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

KES

REMARKS

Additional Data: Item Nos. 181 & 209; Project Nos. US-265(11) & (13) respectively

ION

-OVER-

## AIRPORT ROAD-LANCASTER DRIVE INTERCHANGE SEC.

### PROJECT NO. US-265(14)

**Project Data:** The work consists of the following:

Roadway --- Grade, drain and high-type pave four 12-foot lanes with a 4-foot (normal) median and 10-foot paved shoulders. Install traffic signals and lighting at Airport Road intersection and I-5 interchange. Landscaping and incidental work common to this type of project.

Structures -- Widen on north side two existing RCDG Bridges as follows:

| MP | Description | Type Code | Est. Cost |
|---|---|---|---|
| 0.0 | Westerly end of project | | |
| 0.57 | Mill Cr.; Br. No. 7769A; hwy. over waterway; prestressed conc. beams; L. 200'; H. C. 83.4' (52.33' widening) | X081 | $ 260,000 |
| 0.83 | I-5 O'xing; Br. No. 7749A; hwy. over hwy; prestressed conc. slab span; L. 190'; H. C. 85.33' (54.25' widening) | X280 | $ 287,000 |

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated November 12, 1974 and November 20, 1974 respectively.

FHPM 7-7-2 Requirements: Major nonsignificant project concurred in by FHWA on December 31, 1974. The "Final Negative Declaration" was concurred in by FHWA on November 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- Combined corridor/design offered but none requested.

(b) Location/Design --- Approval granted by
December 29, 1975.

Note:

(1) The project is in Congressional Distric
(2) On-the-job trainees, as set forth in FH
7-2(2), on this project will be determi
E. stage and the number stipulated in t
documents.
(3) The work under this project is to be ac
under the same contract as Project M-15
overall contract will be known as "25th
Lancaster Dr. Interchange Section".

Data for PR-37:

| | | | |
|---|---|---|---|
| Roadway | (6203) | ------ $ | 2,169,000 |
| Bridge | (X081) | ------ $ | 260,000 |
| Bridge | (X280) | ------ $ | 287,000 |
| Utilities | (Y060) | ------ $ | 1,000 |

DRIVE INTERCHANGE SEC.

US-265(14)

sists of the following:

drain and high-type pave four 12-foot ith a 4-foot (normal) median and 10- ed shoulders. Install traffic signals ting at Airport Road intersection and rchange. Landscaping and incidental mon to this type of project.

north side two existing RCDG Bridges ows:

| | Type Code | Est. Cost |
|---|---|---|
| project | | |
| o. 7769A;<br>way; pre-<br>beams; L.<br>4' (52.33' | X081 | $ 260,000 |
| No.<br>r hwy;<br>c. slab<br>H. C.<br>widening) | X280 | $ 287,000 |

State Clearinghouse and District 3 approval letters dated November 12, respectively.

Major nonsignificant project concurred , 1974. The "Final Negative Declaration" on November 24, 1975.

--- Combined corridor/design offered sted.

(b) Location/Design --- Approval granted by FHWA on December 29, 1975.

Note:

(1) The project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.
(3) The work under this project is to be accomplished under the same contract as Project M-1560(3). The overall contract will be known as "25th St. S.E.- Lancaster Dr. Interchange Section".

Data for PR-37:

| | | |
|---|---|---|
| Roadway | (6203) ------ | $ 2,169,000 |
| Bridge | (X081) ------ | $ 260,000 |
| Bridge | (X280) ------ | $ 287,000 |
| Utilities | (Y060) ------ | $ 1,000 |

January 8, 1976

TO G. L. Green
Division Administrator

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project Nos. M-1560(3) & US-265(14)

We are submitting program data for a combined project as follows:

(1) Item No. M-61, Project No. M-1560(3), "25th St. S.E.-Airport Rd. (Salem) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

(2) Item No. U-212, Project No. US-265(14), "Airport Rd.-Lancaster Dr. Interchange Section", which we desire to have included in the Federal-aid Urban Extension Highway Program.

The work to be done under these projects is to be accomplished under the same contract which will be known as "25th St. S.E.-Lancaster Dr. Interchange Section". It is our present intention to receive bids for these projects on February 26, 1976.

Project M-1560(3) has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

One copy each of State Clearinghouse & District 3 Clearinghouse A-95 review approval letters, dated November 12, 1974 & November 20, 1974 respectively, were forwarded previously.

JG:re

Enclosure

cc: C. O. Fredrickson (Region 2)

MON Y TRANSACTION NO.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W.O.

January 8, 1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) 1 (20) | PROJECT LOCATION (45 typewriter spaces) 21 City St., Jct. SR 22, W. 0.23 mi. (Salem) 65 | **ADT** | PRESENT 17,100 | FUTURE (66) 34,000 (70) | YEAR (71) 96 (72) | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H. T. Pave, Illum. 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (66) | SUPV AGCY (68) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER | PREFIX LETTER(S) 14 M- 23 | NUMBER 7 1560 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS Urban System | COUNTY NAME Marion | | | |
| | NAME OF URBAN AREA 17-31 Salem | ROUTE NO. U | FEDERAL-AID 1560 (32) | STATE City St. (36) | U.S. (37) --- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (16-18) | 116 | 41 | 42 | 43 46 | 53 | City St., Jct. SR 22, W. 0.23 mi. (Salem) | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) TOPICS 6203 | | "25th St. S.E.-Airport Rd. (Salem) Sec." | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY JG | | PROJECT TOTALS | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | (16) (23) | (24) (33) | REMARKS | |

REMARKS
Additional Data: Item Nos. 16
M-1560(1) & (2) respectively.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 8, 1976

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| N (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| t. SR 22, W. 0.23 mi. (Salem) | | 17,100 | 34,000 | 96 | 10 | Oregon | 41 | W32 | 61 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| riter | NATL. FOREST | FH ROUTE NO. | SUPV ACCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
| l. | | | | | | | | M- | 1560 | (3) | | |

| | | | | |
|---|---|---|---|---|
| tem | COUNTY NAME: Marion | CODE: 047 | | PROGRAM STAGE: ☐ 1 OR ☒ 2 |
| | ROUTE NO. U | FEDERAL-AID: 1560 | STATE: City St. | U.S.: --- |

| TEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | City St., Jct. SR 22, W 0.23 mi. (Salem)<br>"25th St. S.E.-Airport Rd. (Salem) Sec." | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City) | Gr., Dr., H.T. pave a curbed sec. providing 4-12' lanes with 2' shy distance &c a 14' median. Const. 5' conc. walk on north side. Illum., landscaping & incidental work common to this type of project.<br>ROW-85' min;<br>Access control-none;<br>Parking restrictions-Complete.<br>Utility adj. required incl. preparatory work. |
| JG | PROJECT TOTALS | 0.23 | 322,500 | 252,100 | 35,200 | 35,200 (City) | |

REMARKS
Additional Data: Item Nos. 16 & 58; Project Nos. M-1560(1) & (2) respectively.

-OVER-

## 25th ST. S.E.-AIRPORT RD. (SALEM) SECTION

## PROJECT NO. M-1560(3)

Project Data: The work consists of grade, drain and high-type pave a curbed section providing four 12-foot lanes with 2-foot shy distance and a 14-foot median, 5-foot walk on north side, lighting, landscaping and incidental work common to this type of project.

FHPM 7-7-2 Requirements: Major non-significant project concurred in by FHWA on December 31, 1974. The "Final Negative Declaration" was concurred in by FHWA on November 24, 1975.

Note:

(1) The project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.
(3) The work under this project is to be accomplished under the same contract as Project US-265(14). The overall contract will be known as "25th St. S.E.-Lancaster Dr. Interchange Section".

Data for PR-37:

| | | | |
|---|---|---|---|
| Roadway | (6203) | ------ | $ 321,500 |
| Utilities | (Y060) | ------ | $ 1,000 |

JG:re

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 8, 1976

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | 1 | SR 22, Airport Rd., E. 1.37 mi. (Salem) | | 15,500 | 34,000 | 96 | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Gr, Dr, H. T. Pave, 2 Str, Traffic Signal | | | | | | | | US- | 265 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME | CODE |
|---|---|---|---|
| 4 | Urban Extension | Marion | 047 |

| NAME OF URBAN AREA | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|
| Salem | S | 121 | 162 | -- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-18) | (16) | 41 | 42 | 43  46 | 53 | SR 22, Airport Rd., E. 1.37 mi. (Salem) | (54) (58) | (59) (66) | (67) (78) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6203<br>X081<br>X280<br>Y060 | | "Airport Rd.-Lancaster Dr. Interchange Section" | 1.37 | 2,717,000 | 2,124,000 | 593,000 | |

| CARD | CODE | PREPARED BY | | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | JG | PROJECT TOTALS | 1.37 | 2,717,000 | 2,124,000 | 593,000 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (33) | | |

REMARKS
Additional Data: Item Nos. 181 &
Nos. US-265(11) & (13) respective

-OVER-

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

January 8, 1976

riter spaces)

, E. 1.37 mi. (Salem)

| ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|
| | 15,500 | 34,000 | 96 | 10 | Oregon | 41 | 032 | 212 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | ▨ | ▨ | ▨ | ▨ | | | US- | 265 | (14) | | |

ion

COUNTY NAME: Marion CODE: 047

ROUTE NO.: S FEDERAL-AID: 121 STATE: 162 U.S.: --

PROGRAM STAGE: ☐ 1 OR ☒ 2 (XX)

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| 22, Airport Rd., E.<br>37 mi. (Salem)<br>Airport Rd.-Lancaster<br>r. Interchange Section" | 1.37 | 2,717,000 | 2,124,000 | 593,000 | | Gr., Dr., H.T. pave 4-12' lanes with a 4' (normal) median & 10' paved shoulders. Widen 2 bridges (L. 390'). Inst. traffic signals and intchge. illum. Landscaping & incidental work common to this type of project.<br>ROW-150' minimum; Access control-Full; Parking Restrictions-Partial. Utility adj. required incl. preparatory work |
| PROJECT TOTALS | 1.37 | 2,717,000 | 2,124,000 | 593,000 | | |

REMARKS

Additional Data: Item Nos. 181 & 209; Project Nos. US-265(11) & (13) respectively

-OVER-

## AIRPORT ROAD-LANCASTER DRIVE INTERCHANGE SEC.

### PROJECT NO. US-265(14)

Project Data: The work consists of the following:

Roadway --- Grade, drain and high-type pave four 12-foot lanes with a 4-foot (normal) median and 10-foot paved shoulders. Install traffic signals and lighting at Airport Road intersection and I-5 interchange. Landscaping and incidental work common to this type of project.

Structures -- Widen on north side two existing RCDG Bridges as follows:

| MP | Description | Type Code | Est. Cost |
|---|---|---|---|
| 0.0 | Westerly end of project | | |
| 0.57 | Mill Cr.; Br. No. 7769A; hwy. over waterway; prestressed conc. beams; L. 200'; H. C. 83.4' (52.33' widening) | X081 | $ 260,000 |
| 0.83 | I-5 O'xing; Br. No. 7749A; hwy. over hwy; prestressed conc. slab span; L. 190'; H. C. 85.33' (54.25' widening) | X280 | $ 287,000 |

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated November 12, 1974 and November 20, 1974 respectively.

FHPM 7-7-2 Requirements: Major nonsignificant project concurred in by FHWA on December 31, 1974. The "Final Negative Declaration" was concurred in by FHWA on November 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- Combined corridor/design offered but none requested.

(b) Location/Design --- Approval granted by FHW
December 29, 1975.

Note:

(1) The project is in Congressional District N
(2) On-the-job trainees, as set forth in FHWA
7-2(2), on this project will be determined
E. stage and the number stipulated in the
documents.
(3) The work under this project is to be accom
under the same contract as Project M-1560(
overall contract will be known as "25th S
Lancaster Dr. Interchange Section".

Data for PR-37:

| | | |
|---|---|---|
| Roadway | (6203) ------ | $ 2,169,000 |
| Bridge | (X081) ------ | $ 260,000 |
| Bridge | (X280) ------ | $ 287,000 |
| Utilities | (Y060) ------ | $ 1,000 |

ER DRIVE INTERCHANGE SEC.

US-265(14)

nsists of the following:

drain and high-type pave four 12-foot
ith a 4-foot (normal) median and 10-
ved shoulders. Install traffic signals
ting at Airport Road intersection and
rchange. Landscaping and incidental
mon to this type of project.

n north side two existing RCDG Bridges
ows:

| | Type Code | Est. Cost |
|---|---|---|
| project | | |
| o. 7769A;<br>way; pre-<br>beams; L.<br>4' (52.33' | X081 | $ 260,000 |
| No.<br>r hwy;<br>c. slab<br>H. C.<br>widening) | X280 | $ 287,000 |

State Clearinghouse and District 3
approval letters dated November 12,
respectively.

Major nonsignificant project concurred
1974. The "Final Negative Declaration"
on November 24, 1975.

--- Combined corridor/design offered
ted.

(b) Location/Design --- Approval granted by FHWA on December 29, 1975.

Note:

(1) The project is in Congressional District No. 2.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

(3) The work under this project is to be accomplished under the same contract as Project M-1560(3). The overall contract will be known as "25th St. S.E.-Lancaster Dr. Interchange Section".

Data for PR-37:

Roadway (6203) ------ $ 2,169,000
Bridge (X081) ------ $ 260,000
Bridge (X280) ------ $ 287,000
Utilities (Y060) ------ $ 1,000

15

January 8, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban System & Urban Extension projects.

| Item No. | Project No. | Section Name & PMRS No. |
|---|---|---|
| M-61 | M-1560(3) | 25th St. S.E.-Airport Rd. (Salem) |
| U-212 | US-265(14) | Airport Rd.-Lancaster Dr. Interchange |
|  |  | #7410-2-920 |

Note: These two projects will be under one contract known as "25th St. S.E.-Lancaster Dr. Interchange Section".

JG:re

Encl.

cc: D. E. Swan
J. L. Gaither

8311 12-29-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
US-265(11)

STATE PROJECT NO.
Airport Road-Lancaster Drive Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
U-181

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 31 '75
REFER TO
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | December 29, 1975 | Secondary Route 121 | Secondary Route 162 |

GENERAL LOCATION:
SR 22 - Airport Road (Salem) East 1.3 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $9,000 - federal funds $7,035.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of December 16, 1974 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 16, 1975 letter Location/Design approval for this subject project is hereby granted and you are authorized to proceed with the work as shown above.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 12-29-75 | | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-1560(2)

STATE PROJECT NO. 25th St. - Airport Rd. (Salem) Section

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Marion |
| | ITEM NO.<br>M-58 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 23 '75
REFER TO
Rulien

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>December 12, 1975 | FEDERAL ROUTE NUMBER<br>FAU Route 1560<br>STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:
City Street 0.24 miles west of Jct. SR 22 - east 0.17 miles.

GENERAL DESCRIPTION OF WORK:
All phases of right of way acquisition.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 12, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 5, 1975 letter you are authorized to proceed with all phases of right of way acquisition at a total estimated cost of $3,000 - federal funds $2,340.

Federal participation will be limited to that right of way actually incorporated in the final location.

| | | |
|---|---|---|
| DATE<br>12-19-75 | SIGNATURE OF APPROVING OFFICIAL<br>G L Green | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-12-75

BY (Signature): L. W. Rulien's December 5, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

XXXXXXX ITEM NOS. 58 THRU

XXXXXX ITEM NOS. THRU

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | ** FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 58 | M-1560(2) | 0.17 | 3,000 | 2,340 | 25th St. - Airport Rd. (Salem) Section. Marion County State of Oregon. | Right of Way acquisition, all phases. |

RECEIVED
STATE HWY ENGR
DEC 23 '75
REFER TO
FOR

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 12-12-75

SIGNATURE AND TITLE: G. L. Green, Division Administrator

** * Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds fo the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

December 5, 1975

| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | PRESENT | FUTURE (66) (70) | YEAR (71) (72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| | 1 | City St., 0.24 mi. W. Jct. SR 22, E. 0.17 mi. | | 17,100 | 34,000 | 95 | 10 | Oregon |

| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (60) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 23 | NUMBER 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| | Right-of-Way Acquisitions | | | | | | | | M- | 1560 |

| CARD | CLASS OF FEDERAL FUNDS | COUNTY NAME |
|---|---|---|
| | Urban System | Marion |

| | NAME OF URBAN AREA 17-31 | ROUTE NO. | FEDERAL-AID (82) | STATE (86) | U.S. (87) |
|---|---|---|---|---|---|
| | Salem | U | 1560 | City St. | --- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. (14-15) | CHANGE CODE (16) | PROJECT CODE 41 | CLASS 42 | WORK TYPE 43 46 | WORK STEP 53 | TERMINI (Full description) | MILES (54) (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | City St. 0.24 mi. W. Jct. SR 22, E. 0.17 mi. | | | | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW<br>TOPICS | | | 0.17 | 3,000 | 2,340 | 330 | 330 (City) |
| 5 | | | | | CONST<br>(CODE) | | "25th St.-Airport Road (Salem) Section" | | | | | |

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST (19) (23) | FEDERAL FUNDS (24) (33) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| 1 | 14 | CL | | 0.17 | 3,000 | 2,340 | 330 | 330 (City) |

PROGRAM APPROVAL DATES

DEC 12 1975
FHWA OREGON DIVISION

REMARKS
Additional Data: Item M-16, Pr

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 5, 1975

| (typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| mi. W. Jct. SR 22, E. 0.17 mi. | ADT | 17,100 | 34,000 | 95 | 10 | Oregon | 41 | W32 | 58 |

| | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO. | T. Projects Only: POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | M- | 1560 | (2) | | |

| | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| m | Marion | 047 | ☐ 1 OR ☒ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| U | 1560 | City St. | --- |

ESTIMATED PROJECT COST BY PHASES

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| City St. 0.24 mi. W. Jct. SR 22, E. 0.17 mi. | | | | | | Right of Way acquisition all phases |
| | 0.17 | 3,000 | 2,340 | 330 | 330 (City) | (Future 4-12' lanes H.T. pave with 14' median) |
| "25th St.-Airport Road (Salem) Section" | | | | | | ROW-75' normal; Access control-none; Parking restrictions-complete. |
| CL — PROJECT TOTALS | 0.17 | 3,000 | 2,340 | 330 | 330 (City) | |

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

Additional Data: Item M-16, Project No. M-1560(1)

-Over-

## 25th STREET-AIRPORT ROAD (SALEM) SECTION

## PROJECT NO. M -1560(2)

Project Data: Work under this project consists of the acquisition of right-of-way all phases as required for the future construction necessary to widen the existing facility to a 66-foot curbed section to provide for 4-12' travel lanes, 14' median, 2' shoulders and 5' sidewalk on north side.

Construction will be accomplished under a proposed contract to be called "25th St. S.E.-Lancaster Drive Section", which includes the widening to four lanes of the North Santiam Highway.

FHPM 7-7-2 Requirements: Final Negative Declaration (25th-Lancaster Drive) was approved by FHWA on November 24, 1975.

NOTE:

(1) This project is in Congressional District No. 2.

(2) No relocation assistance is involved.

(3) This project qualifies as a topics type project since the proposed work involves the reconstruction of a short segment of a city street which is essential for route continuity.

PRO 6-2

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 16, 1975

[illegible] hearing – required

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM ORIGINAL SIGNED BY D. E. SWAN
L. W. Rulien
Project Management Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☒ RPE ☐

SUBJECT Location/Design Approval
Project Nos. US-265(-)
Airport Rd.-Lancaster Dr. Intchge. Sec.
N. Santiam Hwy. (ORE 22)
Marion County

We request your approval of the location/design, described in the enclosed study report, for the subject project which is the part on FAS route 121 included in the overall project "25 Street S.E.-Lancaster Drive Interchange Section". The part on FAU route 1560 between 25th Street S.E. and Airport Road is not included in this request as location/design is not a factor in the development of that portion of the overall project. ?

One copy each of the State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated November 12, 1974 and November 20, 1974, respectively, were forwarded previously.

FHWA concurred on January 6, 1975 that this is a major nonsignificant action project requiring a negative declaration.

The "Final Negative Declaration" was concurred in by FHWA on November 24, 1975.

A notice offering the public an opportunity to request a corridor/design hearing was published in the news media on the 16th and 23rd of October 1975 with a November 6, 1975 deadline for filing such a request. The City of Salem notified the Highway Division by letter of November 10, 1975 that no requests were received. Enclosed is one copy each of the Affidavit of Publication and the memorandum from the City of Salem to document these facts.

The Highway Division and local officials, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design as set forth in the enclosed study report is suitable for the project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by FHPM 7-7-5. A copy of the request to the news media for publication was forwarded previously.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering programmed under Project No. US-265(11). This necessitates an increase of $9,000 in the estimated total cost requiring $7,035 in Federal funds.

JG:md

Encl.

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
Victor D. Wolfe
Gary Potter
B. L. Gifford
J. H. Versteeg
W. J. Hart
C. O. Fredrickson (Region 2)
George Hopkins
D. E. Swan
W. Wakerlig

8388

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. US-265(13)

STATE PROJECT NO. Airport Road - Lancaster Drive Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. U-209

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 17 '75
REFERRED TO
Rulien

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
| December 12, 1975 | December 12, 1975 | Secondary Route 121 |
| | | STATE ROUTE NUMBER |
| | | Secondary Route 161 |

GENERAL LOCATION:
SR 22 Airport Road (Salem) East 1.3 miles

GENERAL DESCRIPTION OF WORK:
Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 12, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 5, 1975 letter you are authorized to proceed with all phases of right of way acquisition at a total estimated cost of $12,000 - federal funds $9,380.

Federal participation will be limited to that right of way actually incorporated in the final location.

| | | |
|---|---|---|
| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
| 12-15-75 | C R Burghardt for | Division Administrator |

FORM PR-1240 (REV. 8-79) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-12-75

BY (Signature): L. W. Rulien's December 5, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ____

~~STAGE~~ XX ITEM NOS. 209 THRU ____

~~STAGE~~ XXXXXX ITEM NOS. ____ THRU ____

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | ** FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 209 | US-265(13) | 1.3 | 12,000 | 9,380 | Airport Road-Lancaster Drive Section. Marion County-State of Oregon | Right of Way Acquisition-all phases. |

RECEIVED
STATE HWY. ENGR.
DEC 17 '75

REMARKS (Division)

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 12-12-75 | G. L. Green, Division Administrator |

** * Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

831

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 12, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project M-2009
25th Street SE-Lancaster Drive Interchange Section
N Santiam Highway

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: R. E. Ellison

Your letter of December 5 concerning the salvaging of the lighting units on the North Santiam Highway Interchange has been reviewed.

We concur in the method and determination of salvage value of the luminaire poles located at this interchange and recommend that credit to the project be made for this material at the determined unit price.

G.K. Hosner
for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 17 '75
REFER TO
Karl Hanst
FOR

cy Rulien
12-18-75

PRO 6-2

December 5, 1975

TO G. L. Green, Division Administrator
Federal Highway Administraton

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1560(2)

We are submitting program data for one project, Item No. 58, Project No. M-1560(2), "25th St.-Airport Road (Salem) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition at an estimated cost of $3,000 with Federal funds of $2,340. The right-of-way to be acquired is as outlined in red on the enclosed sketch map.

CL:md

cc: C. O. Fredrickson (Region 2)

Budget Bureau No. 41-R2067; Ap

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

December 5, 1975

U.S. DE

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>City St., 0.24 mi. W. Jct. SR 22, E. 0.17 mi. | ADT | PRESENT<br>17,100 | FUTURE<br>34,000 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Right-of-Way Acquisitions | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER (S)<br>M- | NUMBER<br>1560 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Marion | | | | CODE<br>047 |
| | NAME OF URBAN AREA<br>Salem | ROUTE NO. U | FEDERAL-AID<br>1560 | STATE<br>City St. | U.S.<br>--- | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | City St. 0.24 mi. W.<br>Jct. SR 22, E. 0.17 mi. | (54) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW**<br>TOPICS | | | 0.17 | 3,000 | 2,340 | 330 | 330 (City) |
| 5 | | | | | **CONST**<br>(CODE) | | "25th St.-Airport<br>Road (Salem) Section" | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.17 | 3,000 | 2,340 | 330 | 330 (City) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | | |

REMARKS

Additional Data: Item M-16, Proje

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

December 5, 1975

| riter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| W. Jct. SR 22, E. 0.17 mi. | ADT | 17,100 | 34,000 | 95 | 10 | Oregon | 41 | W32 | 58 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | M- | 1560 | (2) | |

COUNTY NAME: Marion
CODE: 047

ROUTE NO.: U
FEDERAL-AID: 1560
STATE: City St.
U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☒ 2

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| ty St. 0.24 mi. W.<br>t. SR 22, E. 0.17 mi. | | | | | | Right of Way acquisition all phases |
| | 0.17 | 3,000 | 2,340 | 330 | 330 (City) | (Future 4-12' lanes H.T. pave with 14' median) |
| 25th St.-Airport<br>ad (Salem) Section" | | | | | | ROW-75' normal;<br>Access control-none;<br>Parking restrictions-complete. |
| PROJECT TOTALS | 0.17 | 3,000 | 2,340 | 330 | 330 (City) | |

REMARKS

Additional Data: Item M-16, Project No. M-1560(1)

-Over-

## 25th STREET-AIRPORT ROAD (SALEM) SECTION

### PROJECT NO. M -1560(2)

Project Data: Work under this project consists of the acquisition of right-of-way all phases as required for the future construction necessary to widen the existing facility to a 66-foot curbed section to provide for 4-12' travel lanes, 14' median, 2' shoulders and 5' sidewalk on north side.

Construction will be accomplished under a proposed contract to be called "25th St. S.E.-Lancaster Drive Section", which includes the widening to four lanes of the North Santiam Highway.

FHPM 7-7-2 Requirements: Final Negative Declaration (25th-Lancaster Drive) was approved by FHWA on November 24, 1975.

NOTE:

(1) This project is in Congressional District No. 2.

(2) No relocation assistance is involved.

(3) This project qualifies as a topics type project since the proposed work involves the reconstruction of a short segment of a city street which is essential for route continuity.

PRO-6-2

December 5, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-265(13)

We are submitting program data for one project, Item No. 209, Project No. US-265(13), "Airport Road-Lancaster Drive Section", which we desire to have included in the Federal-Aid Urban Extension Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition as programed at an estimated total cost of $12,000 and Federal funds of $9,380. The right-of-way to be acquired is as outlined in red on the enclosed sketch map.

There is no relocation or displacement of families or businesses resulting from this project; therefore, assurance regarding replacement housing is not required.

CL:md

Enclosure

cc: C. O. Fredrickson (Region 2)

Budget Bureau No. 41-R2067; A

U.S. DE

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-1 (REV. 4-61) | |
| DATE SUBMITTED TO W.O. | December 5, 1975 | |

## FEDERAL-AID PROGRAM DATA
(PPM 21-1)

| CARD | REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) 21–65 | ADT | PRESENT | FUTURE (66)(70) | YEAR (71)(72) | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | 1 | SR 22, Airport Rd. (Salem) E. 1.3 mi. | | 16,400 | 34,000 | 95 | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER PREFIX LETTER(S) 14–23 | PROJECT NUMBER NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Right of Way Acquisition | | | | | | | | US- | 265 |

| CARD | | | |
|---|---|---|---|
| | CLASS OF FEDERAL FUNDS: Urban Extension | COUNTY NAME: Marion | CODE: 047 |
| | NAME OF URBAN AREA (17-31): Salem | ROUTE NO. S | FEDERAL-AID: 121 (32) STATE: 162 (36)(37) U.S.: ---- |

| CARD 5 | LINE NO. (14)(15) | CHANGE CODE (16) | PROJECT CODE 41 | CLASS 42 | WORK TYPE 43–46 | WORK STEP 53 | TERMINI (Full description) | MILES (54)(58) | TOTAL ESTIMATED COST (59)(66) | FEDERAL FUNDS (67)(76) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | PE | | SR 22 Airport Rd. (Salem), E. 1.3 mi. | | | | | |
| 5 | | | | | ROW | | | 1.3 | 12,000 | 9,380 | 2,620 | |
| 5 | | | | | CONST (CODE) | | "Airport Road-Lancaster Drive Sec." | | | | | |

| CARD | CODE | PREPARED BY | | MILES | TOTAL ESTIMATED COST (18)(23) | FEDERAL FUNDS (24)(33) | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | CL | PROJECT TOTALS | 1.3 | 12,000 | 9,380 | 2,620 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | | |

REMARKS

Additional Data: Item U-181; Proj

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 5, 1975

| writer spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| . (Salem) E. 1.3 mi. | **ADT** | 16,400 | 34,000 | 95 | 10 | Oregon | 41 | 032 | 209 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | US- | 265 | (13) | | |

ón

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Marion | 047 | ☐ 1 OR ☒ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 121 | 162 | ---- |

| TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| SR 22 Airport Rd. (Salem), E. 1.3 mi.<br>"Airport Road-Lancaster Drive Sec." | 1.3 | 12,000 | 9,380 | 2,620 | | Right-of-way acquisition, all phases.<br>(Future 4-12' lanes H.T. pavement, 4' median, 10' shoulders & revisions of 2 structures.)<br>ROW- 150' minimum; Access control-full; Parking restrictions-partial. |
| CL — PROJECT TOTALS | 1.3 | 12,000 | 9,380 | 2,620 | | |

REMARKS

Additional Data: Item U-181; Project No. US-265(11).

-Over-

USCOMM DUSCOMM-DC 48808-P61

## AIRPORT ROAD-LANCASTER DRIVE SECTION

### PROJECT NO. US-265(13)

Project Data: Work under this project consists of right-of-way acquisition all phases as required for the future construction necessary to widen the existing facility to provide for 4-12' travel lanes, 4' median and 10' shoulders.

Construction will be accomplished under a proposed contract to be called "25th St. S.E.-Lancaster Drive Section", which includes the widening to four lanes of Mission Street (FAU 1560).

FHPM 7-7-2 Requirements: Final Negative Declaration (25th-Lancaster Drive) approved by FHWA on November 24, 1975.

FHPM 7-7-5 Requirements;

(a) Public Hearings -- Opportunity for a hearing offered on October 6, 1975 and none requested.

(b) Location/Design -- Approval will be requested under separate action.

Note:

(1) This project is in Congressional District No. 2.

(2) No relocation assistance is involved.

File BR 16247

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 5, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

25th Street SE-Lancaster Drive Intch. Sec.
FAU 2009 (Mission St. SE)
No. Santiam Hwy.
Marion Co.

Pursuant to the conversation about salvaging lighting units at the North Santiam Highway Interchange, we propose to handle the matter in the following manner.

1. We will specify that the lighting units including luminaires and ballasts will remain the property of the State and be stockpiled at our maintenance yard at Salem, Oregon.

2. For the poles we will credit the federal-aid project in the amount of money equal to $0.015 per pound salvaged by the State. This unit price was determined as follows:

   a. Scrap value of materials - $0.0075 per pound.

   b. Extra cost to the contractor for extra handling, sorting, and hauling materials to the State's maintenance yard at Salem - $0.0075 per pound

| | | |
|---|---|---|
| (14 Poles w/arms) | 5,600 lbs. @ $0.015 = | $ 84.00 |
| (3 bracket arms) | 396 lbs. @ 0.015 = | 5.94 |
| | | $ 89.94 |

3. For the luminaires and ballasts, we will credit the federal-aid project in the amount of money per each item as follows:

| | | |
|---|---|---|
| 17 | 400W luminaires @ $2.00 ea. = | $ 34.00 |
| 14 | 400W external ballasts @ $3.00 ea. = | 42.00 |
| | | $ 76.00 |

We will initially credit the project with the following amount of money.

| | | |
|---|---|---|
| Salvaged Scrap (14 poles w/arms) | 5,600 lbs. @ $0.015/lb = | $ 84.00 |
| (3 bracket arms) | 396 lbs @ $0.015/lb = | 5.94 |
| Luminaires and ballasts | | 76.00 |
| | | $165.94 |

The actual credits to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard are determined.

We believe the above manner set forth in handling this matter is in the public interest and request your approval for salvaging of this material.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RMD/ag

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. G. Swenson
C. O. Fredrickson
D. H. Moehring

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
FOR
Info Inves R.D. D.R. S.E. Act File

8311

1

December 3, 1975

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
Recorder

5 C

11/25/75

CONTRACTS and
AGREEMENTS No. 5522

Gentlemen

Attached for your records is a fully executed copy of an agreement covering traffic signals at the intersection of Lancaster Drive and the eastbound offramp of the North Santiam Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (agree. att.)

834

15

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE:

November 25, 1975

FROM: Victor D. Wolfe
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Highway Project Study Report
25th Street-Lancaster Drive Section
Mission Street/North Santiam Highway
Marion County

The study report for this project is attached. An opportunity for a public hearing was offered, but none was requested.

If you concur with our recommendations, please mark this report with your approval stamp and return it to the Location Section for processing and distribution.

Att.

WAE:mc

APPROVED
ES Hunter
E. S. Hunter
Date 11-26-75

RECEIVED
STATE HWY ENGR
NOV 26 '75
REFERRED TO
FILE

REFERRED TO
Hackleman
By Location Engineer

# HIGHWAY PROJECT STUDY REPORT

## 25th STREET-LANCASTER DRIVE SECTION

## MISSION STREET/NORTH SANTIAM HIGHWAY

## MARION COUNTY

Attachments:

1. Traffic Study
2. Right of Way Liaison Report
3. Plans, profiles and typical sections

The purpose of this project is to four-lane the 1.60-mile section of two-lane highway between 25th Street and the four-lane section that starts just east of Lancaster Drive.

The work to be done between 25th Street and Airport Road will consist of widening Mission Street, a Salem city street. The typical section will consist of four 12-foot travel lanes and a 14-foot separating and turning median, with two-foot shoulders and curbs on both sides. On the north side of the roadway a sidewalk will be extended from 25th Street to Airport Road.

Between Airport Road and Lancaster Drive the work will consist of widening the North Santiam Highway. The typical section will consist of four 12-foot travel lanes and a four-foot separating median, with ten-foot shoulders on both sides.

Acceleration and deceleration lanes will provide an actual roadway width of six lanes in some portions. The elevation and alignment of the roadway will remain essentially the same and the existing roadway will be overlaid. All widening will be done on the north side of the existing roadway except for a small area on the approach to Turner Road.

Two structures, the Mill Creek Bridge and the overcrossing of Interstate 5, will require widening. Each structure will be widened to carry five 12-foot travel lanes (three westbound and two eastbound) and a four-foot median, with shoulders varying from nine to eleven feet in width on both sides. Several ramps and approaches will also be modified.

The project is justified by the 1974 average daily traffic count of 16,900 vehicles between 25th Street and the Pacific Highway (I-5) and 13,900 vehicles between I-5 and Lancaster Drive. If we assume unrestrained travel and minimum traffic relief by Salem city bus service in the corridor, the projected 1994 ADT will be 32,600 and 31,900 vehicles respectively on these two sections. Construction of the project will increase capacity and decrease travel time and congestion.

Most construction will take place within existing right of way, with less than one acre of new right of way required. No improvements will be taken and no displacements are involved.

An opportunity for a public hearing was offered, but there were no requests for such a hearing.

We therefore recommend that the project be approved as proposed.

11/25/75

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

| | | | |
|---|---|---|---|
| TO: | Victor D. Wolfe<br>Location Engineer | DATE: | November 20, 1975 |
| | | | File No.: Marion County |
| FROM: | Tom Schwab<br>Transportation Engineer | | |
| SUBJECT: | Public Hearing Documentation<br>25th Street-Lancaster Drive<br>No. Santiam Highway<br>Marion County | | |

Improvement of the subject section is included in the Six-Year Construction Program of the Oregon State Highway Division as an Urban Extension project. The purpose of this project is to increase capacity and decrease travel time and congestion in this corridor. The existing highway consists of two-12 foot lanes with paved shoulders of six to eight feet in width.

Bus service provided by the City of Salem is provided in this corridor.

During 1974, the average daily traffic from 25th Street to Pacific Highway (I-5) was 16,900 vehicles, and from Pacific Highway (I-5) to Lancaster Drive was 13,900 vehicles. Assuming unrestrained travel and minimum traffic relief provided by bus service, the projected 1994 average daily traffic on the two sections is 32,600 and 31,900 vehicles respectively.

For the five year period from January 1, 1970 through December 31, 1974, the accident rate for the Santiam Highway beginning at Milepoint 0.61 (Airport Road) and ending at Milepoint 1.70 was 1.7 accidents per million vehicle miles of travel. This compares with the statewide rate for similar types of highways of 6.9 accidents per million vehicle miles.

TS:smh
cc: Don Keyes

REFERRED TO
........................................
By Location Engineer

IVED
NOV 20 1975
LOCATION
SECTION

124-1968

City of
Salem
Oregon
City Hall 555 Liberty St. S.E.
Zip Code 97301
DEPARTMENT OF PUBLIC WORKS

REGION 2 ENGINEER
RECEIVED
NOV 12 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UTE ☐ GEO ☐ RSO ☐ ROC ☒ RFE

November 10, 1975

Oregon State Highway Division
Room 2
2960 E. State Street
Salem, OR 97310

Attention: Mr. C. O. Fredrickson
Region Engineer

Dear Mr. Fredrickson:

Subject: Mission Street/North Santiam Highway
25th Street - Lacaster Drive Section
Public hearing

This is in response to your letter of October 9, 1975 regarding the subject project.

Be advised that no requests have been received for a corridor-design public hearing on this project.

Very truly yours,

Edward A. Sigurdson, P.E.
City Engineer

cc: B. T. Van Wormer
Director of Public Works

Doug Van Dyke
Traffic Engineer

Ralph Lambert
Project Engineer

NOTED
W. N. HACKLEMAN

REFERRED TO
Hackleman
By Location Engineer

Hopkins
cc 11-13

EAS:ls

Salem, Oregon
May 2, 1975

D.A.T.

D. A. Terbell
Regional Liaison Agent

John R. Oakes
Asst. Right of Way Engineer

25th St.-Lancaster Dr. Sec.
Mission Street
Marion County

The right of way cost estimate for programming the above follows:

| File No. | Name | Area | Amount |
|---|---|---|---|
| 48483 | State of Oregon | 0.39 ac. | $ 9,750 |
| 48520 | Mission Properties | P.1 0.09 ac. | 3,250 |
| | | P.2 0.14 ac. | 600 |
| | | TOTAL | - $13,600 |

No improvements taken, no displacements, therefore no relocation plan is necessary.

DAT:ph

December 2, 1974

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: John R. Oakes

SUBJECT: Liaison Report
Airport Rd.-Pacific Hwy.
North Santiam Highway
Marion County

The Liaison Report on the subject section is now on file in the Right of Way Office.

JRO:ha
cc Gary Potter
Vic Wolfe

NOTED
J. B. BOYD

NOTED
JOHN R. OAKES

NOTED
K. A. CHADWOOD

Salem Oregon
November 26, 1974

Airport Road - Pacific Hwy Section
North Santiam Highway
Marion County
Prefix 124-1453-913

To:

John R. Oakes
Ass't Right Of Way Engineer
State Highway Bldg. Rm 117
Salem, Oregon - 97310

Transmitted herewith please find brief R/W Liaison report on the above section.
No access list as such is submitted at this time. Access is uncontrolled. Approach location points have been explained on the E-631 form.
There will be no displacements therefore no relocation study or plan is required.
In haste. Please excuse hand written report.

A. A. Terbell
Regional Liaison Agent

RIGHT OF WAY SECTION
RECEIVED
NOV [illegible] 1974

cc - Region (2)
- Rod Henry

# LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Mission Properties
See Les Green and Wayne Hadley at
Address Capitol Chevrolet & Cadillac
510 Com'l ST. N.E. Salem Phone 363-3175

File No. N/A
Line Designation "LC"
Section Airport Rd-Pac' Hwy

Contract Purchaser None
Address
Phone

Highway North Santiam

Lessee N/A
Address

County Marion
Limits of Acquisition:

Total Area ____ Acquisition 0.336 A±
Sta. 104+85 Sta. "LC" 113+50
Remainder Right ____ Left ____
Date of Report 11/19/74

Nature of property acquired: Com'l property, as yet undeveloped. Formerly the Salem Gun Club. To be the new Chevrolet-Cadillac agency location. Temp' easement needed to fill open ditch after installation of underground drainage system & slight fill slope taper.

How does acquisition affect balance of grantor's property? Temporary construction easement, no ill effect. Constr'n will be a special benefit.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Northerly side, 34' Top sufaced width approach @ Sta 105+64
State construct " " " " " " " 108+28

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: N/A

Land Service Facilities (conduits, pipelines, underpasses, etc.):

N/A

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

## VALUATIONS

| | Type | Area | Unit Value | Total Value |
|---|---|---|---|---|
| Land: | Com'l | 0.336 A± | Nuisance Value during Constr. | 1,000. |
| Improvements: | None | | | |
| Damages: | None | | | |

Total Real Property Estimate $1,000.

Moving Estimate: $ N/A
Additive Estimate: $ N/A
Incidental's Estimate: $ 50.00
Demolition Estimate: $ N/A

D. A. Tuckell
Liaison Agent

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

(OVER)

Five or six trees (I think elm) are within the proposed easement area. It is requested by the architect, Bob Sherman, for the owners, that any trees within the easement area be protected and saved if possible. In the event it is impossible to save any of these trees the estimate of $1,000. should be adequate consideration for this temporary easement.

A. A. Terbell

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other________ File No. N/A

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Ph# 363-3175

☐ Acquisition ☐ Relocation ☐ Other________ Section Airport Rd.-Pac Hwy

Name Mission Properties Address Capitol Chevrolet & Cadillac
510 Commrc'l N.E. Salem, Ore.

| Documents Delivered: | Date |
|---|---|
| Brochures, A & R | |
| Letter, O-Benefit | |
| Option | |
| R Claim Forms | |

Area of Taking________ Amount Approved $________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

| Offer | Amount | Replcmt Housing | Rent Supp. | Date Written | Date Verbal |
|---|---|---|---|---|---|
| 1st | | | | | |
| 2nd | | | | | |
| 3rd | | | N/A | | |
| 4th | | | | | |

DIARY OF CONTACT

| Date | All Persons Present and a Statement of the Discussion |
|---|---|
| 11/19/74 | Met with Les Green and Wayne Hadley of Mission Properties, owners of the land where Capitol Chevrolet & Cadillac are to construct their new agency. Showed them the detail map and explained the need for a construction easement, as highlighted in yellow, on the map. As the use of this easement area and the resulting construction will be a benefit to the property and not in conflict with their plans for its development, they offer no objection to this kind of an agreement. They presented questions I was unable to answer at this time, but will find out & let them know. I need a drawing of the proposed channelization re/ left turn movement into their property. I need exact as possible, grade change info. Signals were discussed. 25th & Mission is signaled, to remain unchanged as I understand it. Airport Rd at Mission will be signaled, I am not sure whether a change is planned of the present method. |

By D. R. Terkell
Right of Way Agent

E-708 7-19-71 Use reverse side (tumblehead)

I need to find out how the city proposes to finance their share of the cost. This seems to be important, whether they are to be assessed or not. They are concerned about the time element involved in bringing this project to a completed improvement. The answer was given as depending upon financing and it would depend upon the contractor to determine where and when he would complete any portion of the section, within the time limit allowed at the letting. Their plans called for constr'n to start on their main plant in 2 yrs. They hope our constr'n will be complete, along their frontage, before hand. Presently construction is under way on their Toyota agency.

After obtaining more info from engineering I am to meet with their architect, Bob Sherman. If he has no objections to the plans, they are all for it. The easement will be no problem.

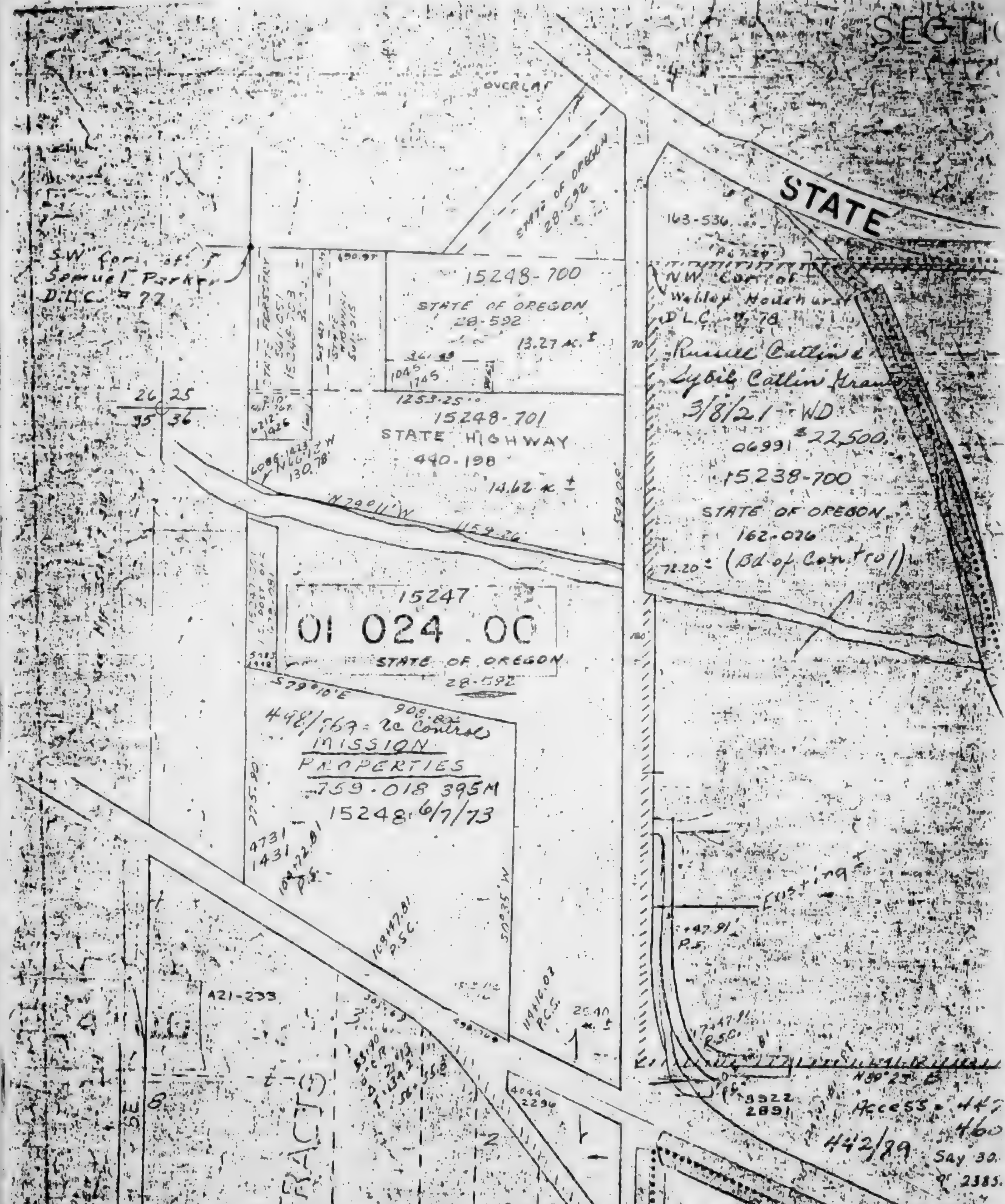
Call 581-4114 = Sherman.

D. A. Terbell

11/20/74 - Obtained info and channelization drawing from Don Thurston in Jim Chaney's office. Made appmt to meet with Bob Sherman at 3:30 on 11/21/74

11/21/74 - Met with Sherman. Showed him the proposed plan by the detail map including the proposed channelization, drainage, etc. Drainage is a main concern to the architects. All questions were answered to his apparent satisfaction, including City financing, which is yet not resolved. They want all trees saved in the easmt area where possible. Sherman will approve & so notify the owners.

D.A. Terbell


SECTI
STATE
OVERLAP
STATE OF OREGON
28-592
S.W. Cor. of
Samuel Parker
D.L.C. #77
STATE FORESTRY
15248-700
STATE OF OREGON
28-592
13.27 Ac. ±
1045
1745
1253.25
26 25
35 36
6212
1026
15248-701
STATE HIGHWAY
440-198
14.62 Ac. ±
N66°12'W
130.78
N29°11'W
1159.26
502.08'
15247
01 024 00
STATE OF OREGON
28-592
S79°10'E
909.80
498/767 = Re Control
MISSION
PROPERTIES
759-018 395M
15248 6/7/73
775.90
4731
1431
S0°35'W
109+47.81
P.S.C.
114+16.03
P.C.S.
25.40 Ac. ±
421-233
TRACT
4044
2296
163-536
N.W. Cor. of
Welley Hodgehurst
D.L.C. #78
Russell Catlin &
Sybil Catlin Grant
3/8/21 WD
06991 $22,500.
15238-700
STATE OF OREGON
162-076
72.20 ±
(Bd of Control)
Existing
+47.91
P.S.
P.S.C.
N89°23'E
3922
2891
Access
460
442/29
Say 30.
2385.

# LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner State Of Oregon

Address See Robert O. Elgin, Admtr
General Service Bldg
1225 Ferry ST. SE.

Phone 378-4663

Contract Purchaser N/A

Address

Phone

Lessee State Penitenitary using for hay production, east side, West side

Address leased to the Military Dept.

Total Area Slope easemt-

Acquisition ① Perm Esm't 0.81 A± ② 0.060 A±

Remainder Right ______ Left ______

File No. N/A

Line Designation "AR"

Section Airport Rd- Pac Hwy

Highway North Santiam

County Marion

Limits of Acquisition:
= "AR" 11+87 to "AR" 21+00
= Sta. "AR" 11+87 Sta. "AR" 14+50

Date of Report 11/20/74

Nature of property acquired: Special use, unimproved, excellent location, lays very well, has higher & better use potential.

How does acquisition affect balance of grantor's property? Permanent roadway easement has the same effect on property as a fee taking as far as use is concerned ① Slope & work easement, no ill effect ②

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Control unchanged. No deeded control known. State to const 20' top surfaced approach connection to service road at Station "AR" 20+18

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: N/A

Land Service Facilities (conduits, pipelines, underpasses, etc.):
N/A

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area
☐ Will Leave Area ☐ Wants to Move His House

## VALUATIONS

| | Type | Area | Unit Value | Total Value |
|---|---|---|---|---|
| Land: | ① P. Easm't. Com'l potential | 0.81 A± | $25,000. | 20,250. |
| | ② T. Easm't. Special use | 0.06 A± | Minimum Consideration. | 200. |
| Improvements: → | N/A | | | |

Damages: Considered in Land above

Total Real Property Estimate $ 20,450.

Moving Estimate: $ N/A
Additive Estimate: $ N/A
Incidental's Estimate: $ 230
Demolition Estimate: $ N/A

R. A. Tarbell
Liaison Agent

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

## REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White
☒ Liaison ☐ Appraisal ☐ Other
☐ Acquisition ☐ Relocation ☐ Property Mgmt.
☐ Other

File No. N/A
Last Name State of Oregon
Section Airport Rd.: Pac. Hwy
Name Robert C. Elgin, Administr
Address General Services Bldg. 1225 Ferry ST. S.E.

Documents Delivered:

| | Date |
|---|---|
| Brochures, A & R | |
| Letter, O-Benefit | |
| Option | |
| R Claim Forms | |

Area of Taking
Amount Approved $
☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

| Offer | Amount | Replcmt Housing | Rent Supp. | Date Written | Date Verbal |
|---|---|---|---|---|---|
| 1st | | | | | |
| 2nd | | N/A | | | |
| 3rd | | | | | |
| 4th | | | | | |

### DIARY OF CONTACT

| Date | All Persons Present and a Statement of the Discussion |
|---|---|
| 11/19/74 | Met with Mr. Elgin. Showed him our detail map. Explained the proposal as shown and the need from State lands for a permanent easement for a service roadway to the Ryan property, east side of Airport Rd. and a slope easement, west side. Mr. Elgin assured me there should be no problem in obtaining what we need but certain time consuming procedures are required. These decisions are made by the Public Land Advisory Committee, chaired by Senator Victor Atiyeh. They meet in Mr. Elgins office. Their next meeting is scheduled for early in December. Mr. Elgin will recommend either a permanent easement or an outright purchase, (sale) whichever we need. Before a transaction can be consummated, it must first be declared surplus. To expedite this acquisition for an early letting we are requested to supply the Committee |

RIGHT OF WAY
NOV 26 1974

By R. V. Turner
Right of Way Agent

Use reverse side (tumblehead)

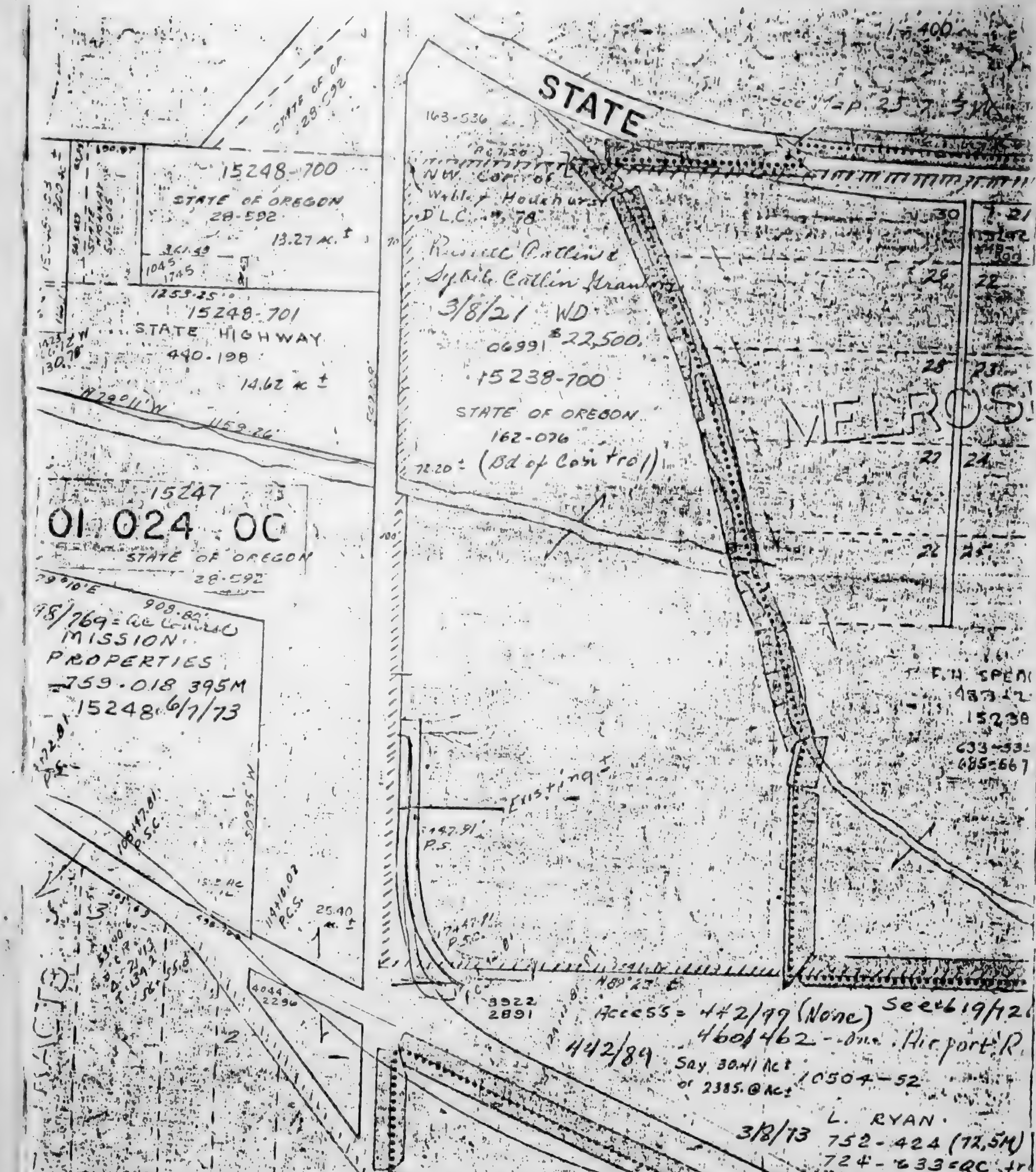
81-734 3708 7-19-71

with a reduced in size drawing (ours is 1"=50') showing State Lands from the Santiam Hwy to beyond Shelton ditch northerly, including the areas needed. This could possibly be drawn to 1"=200' scale. Supply a formal letter of request, explaining need with the drawing. In as much as any monies for these considerations must go into the General fund, all transactions must be carried on under the premise of fair market value exchange. Consideration has recently been given to declaring the easterly side, used by the penitentiary, for agricultural purposes as surplus lands.

It is emphasized, a formal letter of request is necessary in order to initiate these proceedings. This letter can be addressed to

Robert C. Elgin, Administrator
Real Property Division
Dep't Of General Services
General Services Bldg.
1225 Ferry St. SE
Salem 97310

(Ph# 378-4663)


STATE
See Map 25
163-536
NW. Cor. of Walley Houghurst D.L.C. #78
Russell Catlin & Sybil Catlin Grantors
3/8/21 WD
06991 $22,500.
15238-700
STATE OF OREGON
162-076
72.20± (Bd of Control)
STATE OF OR. 28-592
15248-700
STATE OF OREGON
28-592
13.27 Ac.±
361.59
1045
1745
1253.25
15248-701
STATE HIGHWAY
440-198
14.62 Ac ±
N79°11'W
1159.26
15247
01 024 00
STATE OF OREGON
28-592
79°10'E
909.80
98/769
MISSION PROPERTIES
759-018 395M
15248 6/7/73
S0°35'W
25.40 Ac.±
4044
2296
30
29
28
25
22
21
22
24
21
MELROS
F. H. SPEN
15238
633-33
685-667
Existing
147.91 P.S.
147.91 P.S.
N89°23'E
3922
2891
Access = 442/99 (None)
460/462 - Airport R
See 619/121
442/89
Say 30.41 Ac±
of 2385.@ Ac±
10504-52
L. RYAN
3/8/73
752-424 (72,5M)
724-633 = QC
756-129 =
NORTH
00 024 00

Interview

☒ Legal Owner ☐ Co act Purchaser ☐ Non-White
☒ Liaison ☐ Appraisal ☐ Other__________ File No. N/A
☐ Acquisition ☐ Relocation ☐ Property Mgmt. Last Name Ryan
☐ Other__________ Section Airport Rd - Pac Hwy
Name Leonard Ryan
Address 3309 Windsor N.E. Salem, Ore.

Documents Delivered:

| | Date |
|---|---|
| Brochures, A & R | |
| Letter, O-Benefit | |
| Option | |
| R Claim Forms | |

Area of Taking__________ Amount Approved $__________
☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

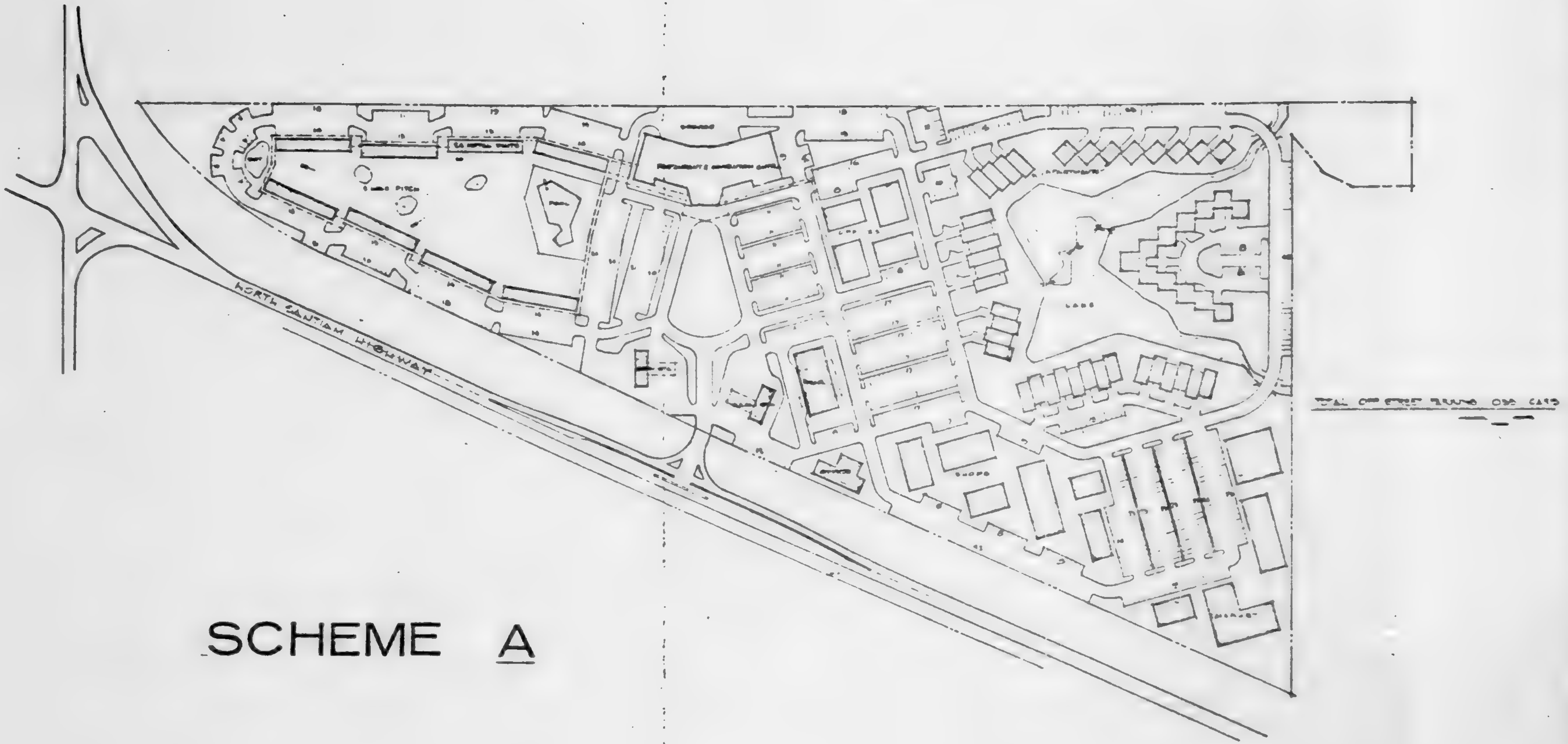
| Offer | Amount | Replcmt Housing | Rent Supp. | Date Written | Date Verbal |
|---|---|---|---|---|---|
| 1st | | | | | |
| 2nd | | | | | |
| 3rd | | N/A | | | |
| 4th | | | | | |

## DIARY OF CONTACT

| Date | All Persons Present and a Statement of the Discussion |
|---|---|
| 11/25/74 | Met with Leonard Ryan, in this field office, as agreed upon earlier. Showed him the detail map of the preliminary proposal including the method to access his property by a frontage road (service road) extending northerly, parallel to Airport Road for 980' ± where it connects to Airport Rd just beyond where the three lanes merge to two. This access roadway would connect to Ryans property at Sta "AR" 118+25± where he presently has direct access. The balance of his hwy frontage is access controlled by negotiations through the previous owner. I inquired for Mr. Ryans reactions to this proposal. He said he would not willingly accept this change, that it would ruin the commercial potential of his land and raise the potential value of the State owned land adjacent northerly and upon which the proposed access road would be constructed. He has had plans to develop this 35A± site into quite a complex. |

By A. R. Terkell
Right of Way Agent

E-708 7-19-71 Use reverse side (tumblehead) see copy of his plan attached. He had hoped to undertake this development after the Santiam Hwy was improved to four lanes. He had also nourished plans for getting an access to the Santiam Hwy at approximately the center of his frontage. He said he had tried to obtain access here a few years back but was denied his application and advised to try again at a later date. He feels, from a traffic point of view, State would be in a better position to grant him an access point, that he would be willing to pay for, than to leave him accessed where he is, in the curve of the Hwy connection to Airport Rd. He is willing to donate land if it is necessary, from an engineering standpoint, to accomodate a traffic pattern for maneuvers for ingress & egress. Also he would relinquish the existing access location in exchange, plus cash. He requests the State to give this request further consideration. He will not agree to accept the frontage road proposal, even though it was pointed out the language in the access control deed previously given to the State, contains the standard frontage road clause. He claims this change in loacations of the approach from his property to Airport Rd takes much of the value from his property and gives it to the State owned land abutting northerly, which he is aware has been considered as being excess State land and subject to sale to a private party if declared surplus. In parting he requested further study to access him to the Santiam


NORTH SANTIAM HIGHWAY
TOTAL OFF STREET PARKING [illegible] CARS

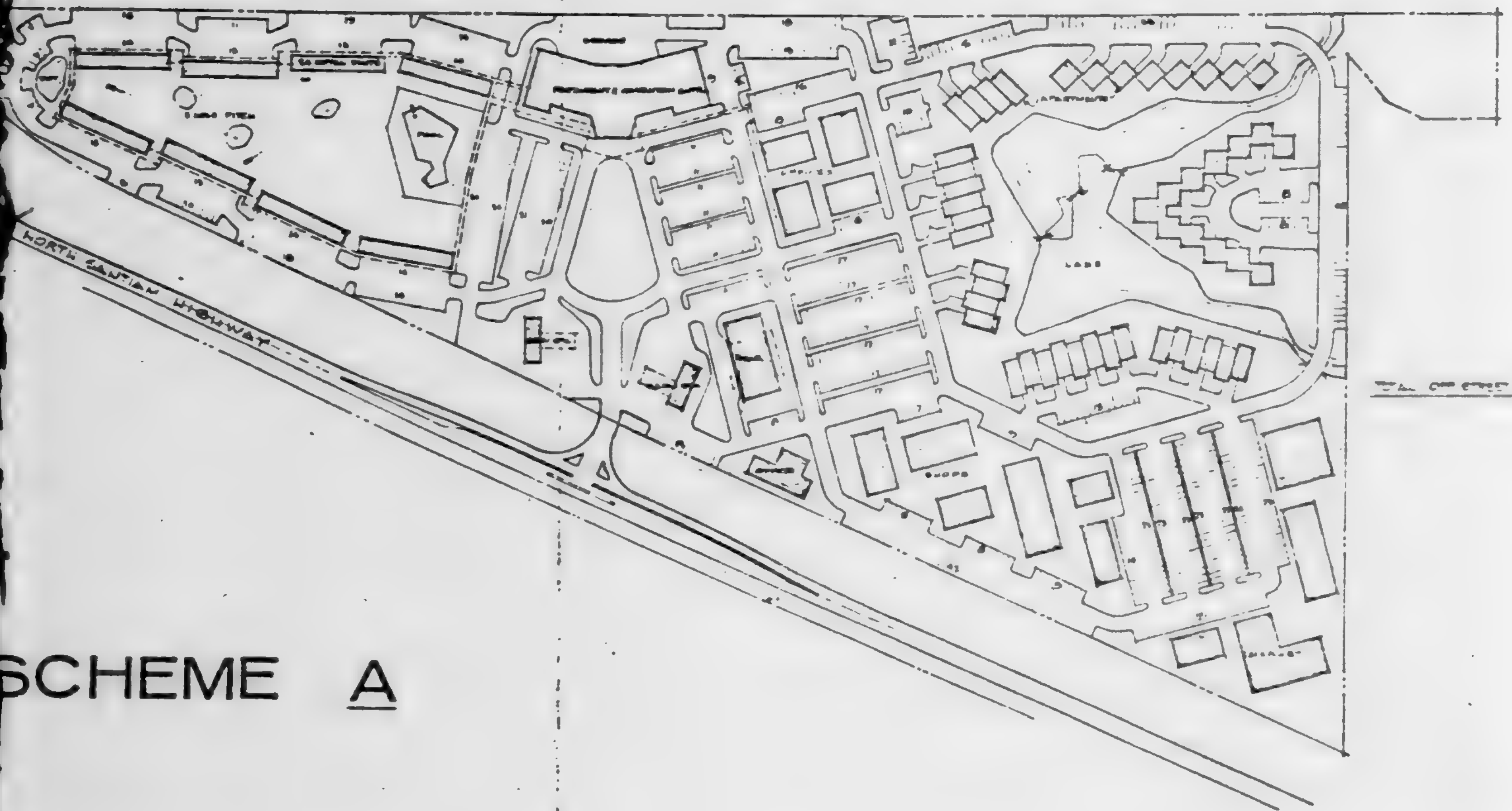
# SCHEME A

LAND USE STUDY

AIRPORT PLAZA

A CONVENTION CENTER DEVELOPMENT
FOR LEONARD RYAN - SALEM, ORE

[illegible]
AIA ARCHITECTS



NORTH SANTIAM HIGHWAY
LAKE
SHOPS
TOTAL OFF STREET PARKING [illegible] CARS

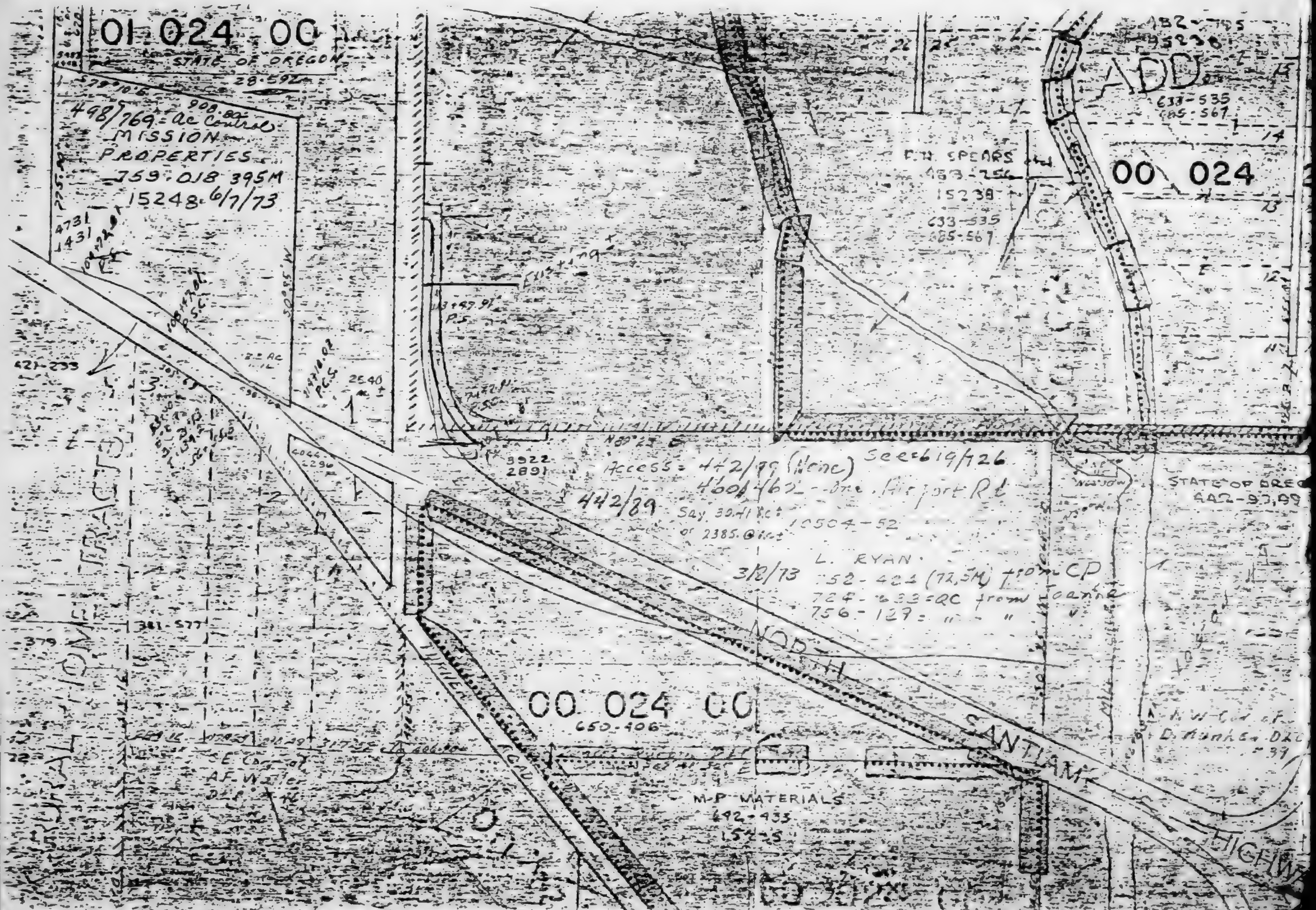
# SCHEME A

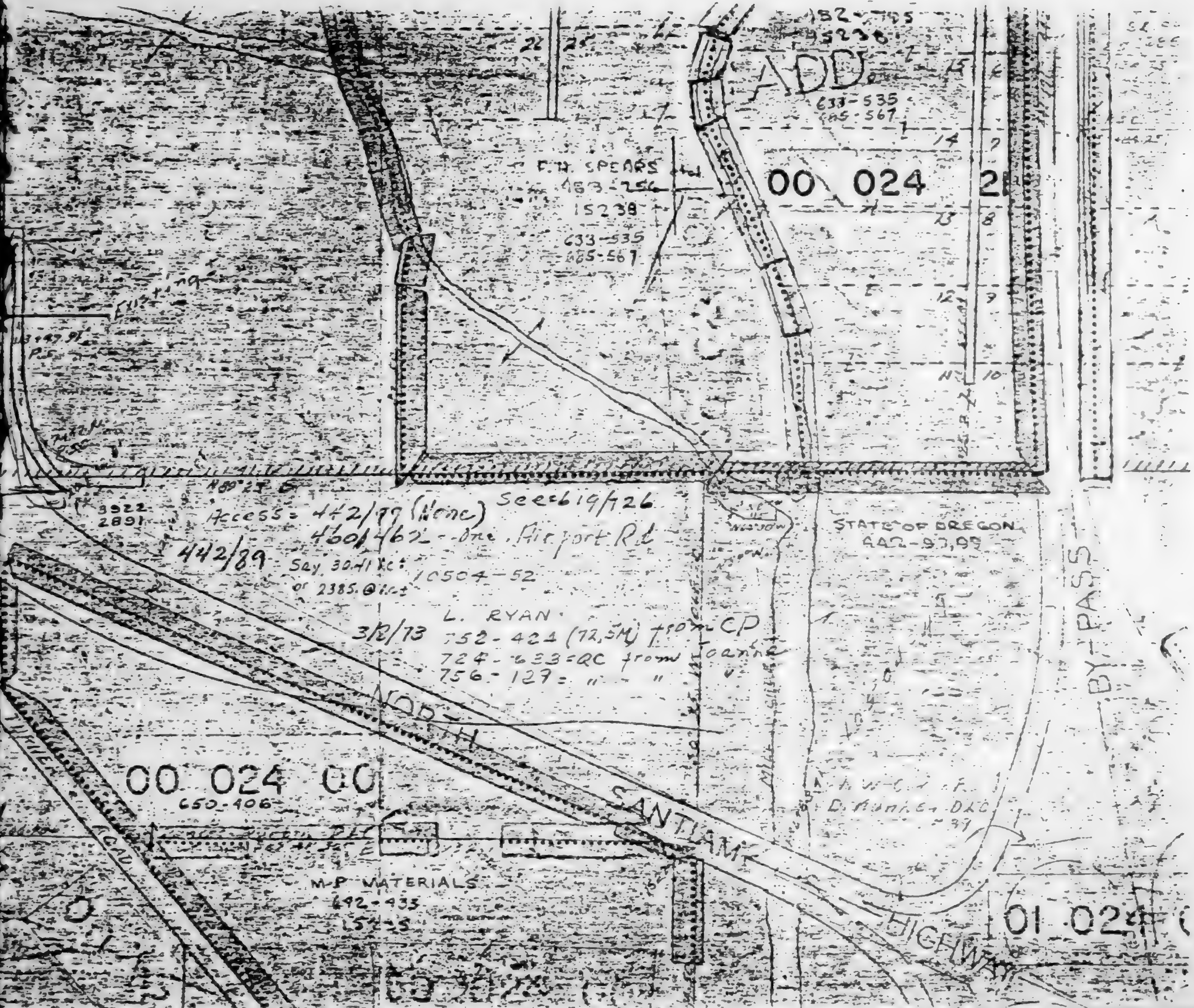
LAND USE STUDY

AIRPORT PLAZA

A CONVENTION CENTER DEVELOPMENT
FOR [illegible] SALEM, ORE

WILMOT & [illegible]
AIA ARCHITECTS


01 024 00
STATE OF OREGON
28-592
908.80
498/769 = Ac Control
MISSION PROPERTIES
759-018 395M
15248 6/7/73
4731
1431
621-233
2540
3922
2891
N89°25' E
E.H. SPEARS
483-256
15238
633-535
685-567
ADD
00 024
STATE OF OREG
442-93,99
Access = 442/99 (None)
460/462 - One Airport Rd
See 619/126
442/89
Say 30.41 Ac±
or 2385.0 Acs
10504-52
L. RYAN
3/2/73
752-421 (72.5M) I from CP
724-633 = QC from Joanne
756-127 = " "
NORTH SANTIAM HIGHWAY
TURNER ROAD
00 024 00
650-406
M-P MATERIALS
692-433
15775
381-577
379
E Cor of A.F. Waller D.L.C.
N.W. Cor of D. Dunker D.L.C. # 39
RURAL HOME TRACTS


482-795
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633-535
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F.H. SPEARS
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N89°23' E
3922
2891
Access = 442/77 (None)
460/462 -- One, Airport Rd
See 619/126
442/89 Say 30.41 Ac±
or 2385.@ Ac±
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L. RYAN
3/12/73 752-424 (72.5M) T from CP
724-633=QC from Joanne
756-127= " "
STATE OF OREGON
442-93,99
BY-PASS
D. Ranken DLC
37
NORTH SANTIAM HIGHWAY
00 024 00
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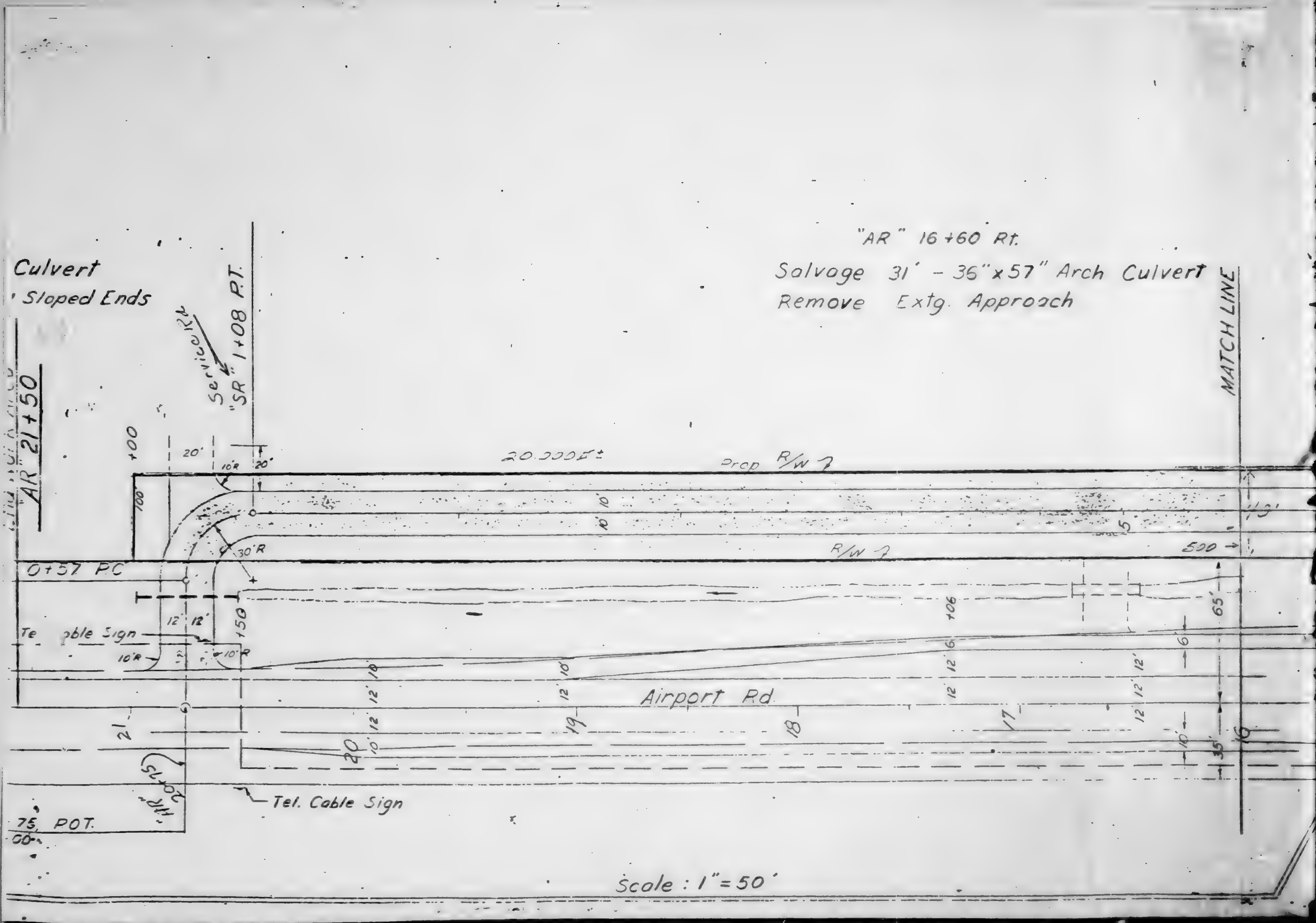
M-P MATERIALS
492-433
15725
TURNER ROAD
01 024


"AR" 16+60 Rt.
Salvage 31' - 36"x57" Arch Culvert
Remove Extg. Approach
MATCH LINE
Culvert
Sloped Ends
"AR" 21+50
"SR" 1+08 RT.
Service Rd
+00
20'
10'R
20'
20.000E±
Prop R/W
100
30'R
R/W
500
13'
5
10'
10'
0+57 P.C.
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Te ble Sign
10'R
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17
16
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"AR" 20+15
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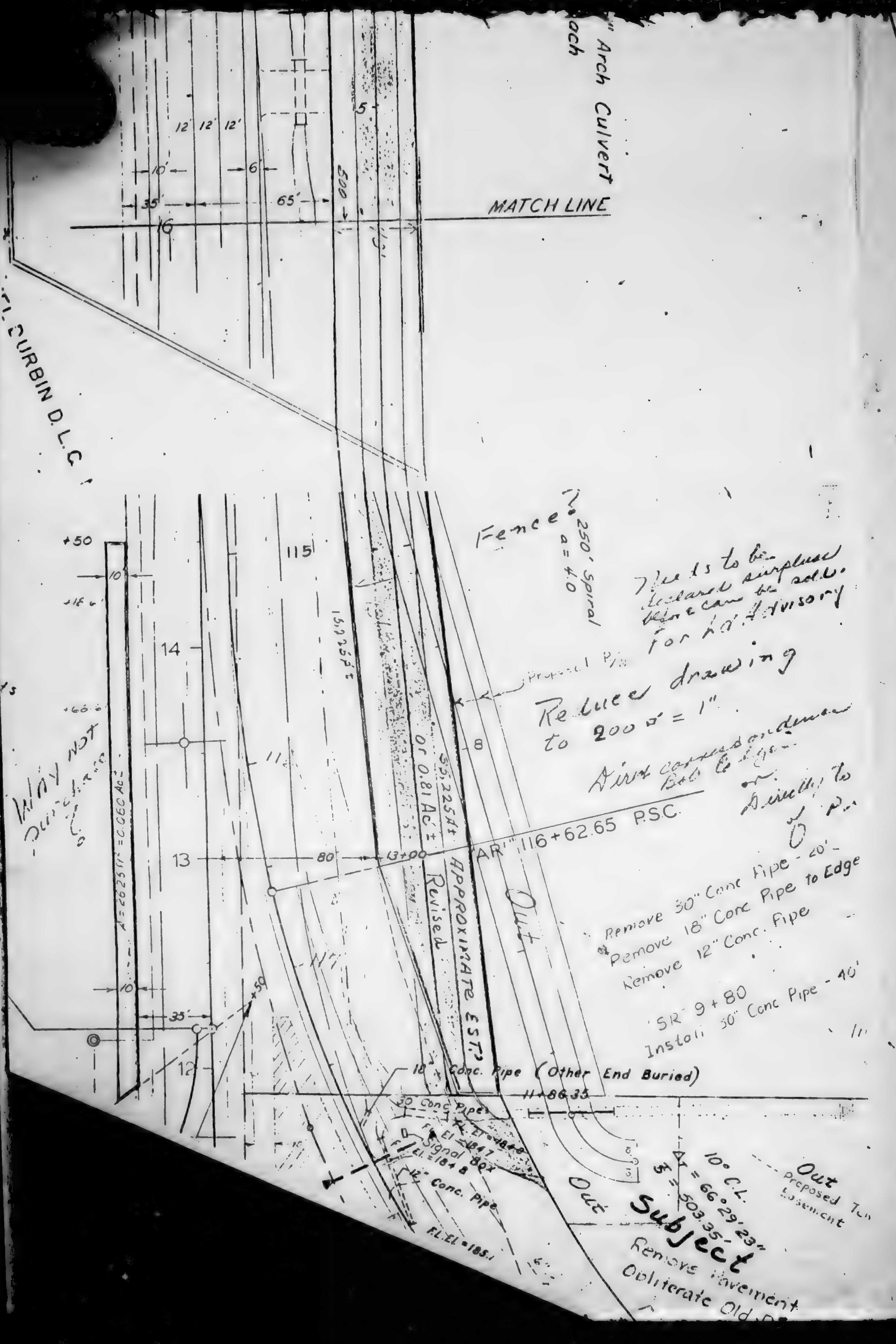
Scale : 1"=50'



" Arch Culvert
ach
MATCH LINE
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10'
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500
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5
DURBIN D.L.C.
+50
10'
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14
13
12
80
13+00
8
35'
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+50
Δ=26°25'11" = 0.060 Ac±
15,925 SF±
35,225 SF±
or 0.81 Ac±
Revised
APPROXIMATE EST.?
Proposed R/W
AR" 116+62.65 P.S.C.
Out
18" Conc. Pipe (Other End Buried)
11+86.35
30" Conc. Pipe
Fl. El. =184.8
Fl. El. =184.7
Signal Box
Fl. El. =184.8
12" Conc. Pipe
Fl. El. =185.1
Out
10° C.L.
Δ = 66°29'23"
S = 503.35'
Subject
Remove Pavement
Obliterate Old
Out
Proposed Tem.
Easement
Fence?
250' Spiral
a = 4.0

Why not purchase?

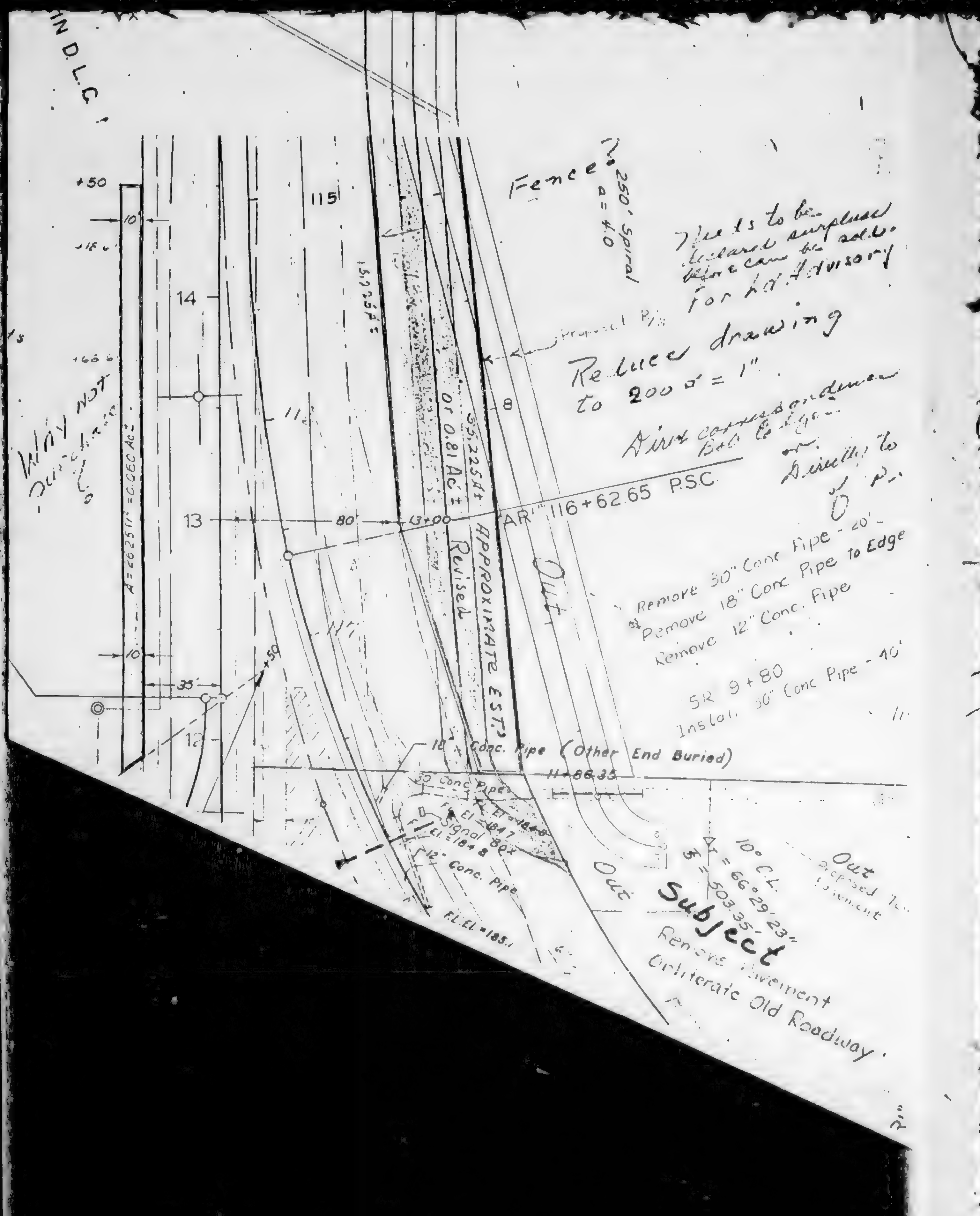
This is to be declared surplus before can be sold. For Ad. Advisory

Reduce drawing to 200' = 1".

[illegible] correspondence Bob to Edge— or directly to J. P.

Remove 30" Conc Pipe - 20'-
Remove 18" Conc Pipe to Edge
Remove 12" Conc. Pipe

SR 9+80
Install 30" Conc Pipe - 40'


IN D.L.C.
+50
10'
115
14
13
12
+66
A = 26251 ft² = 0.060 Ac²
80'
13+00
35'
10
+50
15,225 ft
55,225 ft ±
or 0.81 Ac ±
Revised
APPROXIMATE EST.
AR 116+62.65 P.S.C.
Out
Proposed R/W
250' Spiral
a = 4.0
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10° C.L.
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Proposed To Easement
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Direct correspondence Bob to Edge

or Directly to J. P.

Why not purchase

8378

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 24, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project M-1560(-)
25th-Lancaster Drive
Marion County
Final Negative Declaration

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Attached is a copy of the subject declaration concurred in by this office November 24, 1975. Please furnish this office with a copy of the advertisement of availability for project authorization. The original has been forwarded direct to Mr. Gary Potter in the Environmental Section.

William H. Kappus
for G. L. Green

Attachment

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR

NOV 25 '75

REFER TO
[illegible]

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

cy [illegible]

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 17, 1975

Transportation
TO Oregon ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
Lancaster Drive at the Eastbound Off-Ramp
of the North Santiam Highway

We have an agreement signed by the City of Salem covering the installation of a traffic signal at this intersection.

This signal installation is to be a part of the 25th Street, S.E.-Lancaster Drive Interchange Section. The agreement provides that the State prepare all plans, let the contract and supervise the work of the project. The traffic signal is estimated to cost $30,400 and will be funded under the contract. The City agrees to be initially responsible for maintenance and power costs. The State's share of these costs will then be negotiated annually as previously agreed.

Your approval and authority for me to sign the agreement is requested. This item will be on the agenda of the November 25 Commission meeting.

bc C. W. Head
George M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Jack Graham
Gary L. Sund

NOTED
F. B. KLABOE

RDT:ds srb

8-5-86

15

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 14, 1975

FROM: Lyle K. Watson
Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: 25th St.-Lancaster Drive
FAU 1560 (Mission St. S.E.)
& North Santiam Highway
Marion County

NOTED
E. S. HUNTER

The following changes are being made at the request of the Region on this project. Refer to letters dated November 4, 1975, from Resident Engineer Ed Hall to C. O. Fredrickson.

1. Eliminate temporary illumination at the Airport Road intersection.
2. Eliminate the pavement removal between Stations 114± to 121+50± and overlay instead with 7-inches of asphalt concrete.
3. Stage construction and temporary protection and direction of traffic to be revised to fit change required in elimination of pavement removal.
4. Special provisions to require any area excavated to full depth within stations listed to be completed to match grade of the adjoining section the same day - thus eliminating any vertical edges left overnight.
5. Asphalt concrete lifts in overlay area to be limited to 2-inch maximum lifts and in excavated areas to 4-inch maximum lifts.
6. The requested changes in temporary illumination in the Santiam Interchange area were given to the Bridge Section for review.
7. The treated subgrade will be revised to a cement treated subgrade with the requirement that the plastic index of the borrow material is 10 or less.

These revisions were received too late to be incorporated into the plans for the December 18, 1975, bid opening therefore it will be necessary to delay the bid opening until January 29, 1976.

LKW:jh
cc: E. S. Hunter
C. O. Fredrickson
R. W. Ellison
C. G. Swenson
Ed Hall
Bill Beard
C. J. Gregg

RECEIVED
NOV 17 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 14 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

NOTED
R. L. SCHROEDER

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
November 10, 1975
Salem, Oregon 97310

FILE: ~~ENV 2-1~~

FROM: Gary A. Potter, Manager GAP
Environmental Section

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Final Negative Declaration
25th-Lancaster Drive
Mission Street
Marion County

The subject statement in the form of a final negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign all copies and return the original plus four copies to this office for submission to the Federal Highway Administration for concurrence.

GAP:sz

Attachments

cc: J. H. Versteeg
Victor D. Wolfe
L. W. Rulien
C. O. Fredrickson

four signed copies returned to Potter
11-12-75

NOTED
R. L. SCHROEDER

RECEIVED
NOV 12 1975
Office of
Assistant State Highway Engineer

## FINAL NEGATIVE DECLARATION

25th-Lancaster Drive
North Santiam Highway
Mission Street
Marion County

The draft negative declaration titled 25th-Lancaster Drive has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-aid Highway Program Manual, volume 7, chapter 7, section 2.

INTRODUCTION This negative declaration, titled 25th to Lancaster Drive, covers two projects which are under separate funding and are on different Federal-aid systems. The 25th to Airport Road section will be funded under the Urban Systems Program, and the Airport Road to Lancaster Drive section will be funded under the Urban Extension Program. They have been combined here and in the design phases for economy of development and because of their closely related traffic functions.

LOCATION The project area is located in the southeast quadrant of the city of Salem, Oregon, on Mission Street and the North Santiam Highway (Figure 1). The North Santiam Highway (Route 22, FAS 121) extends from the intersection of Airport Road and State Street (M.P. 0+00) in Salem eastward for approximately 75 miles, connecting to the Santiam Highway near the Linn-Jefferson County line. Within the city of Salem, the North Santiam Highway is common with Airport Road between State and Mission Streets. At Mission Street the highway swings in a more easterly direction, intersecting Pacific Highway I-5 and Lancaster Drive with separated grade crossings and has access at these points through full interchanges.

Mission Street, a city street, begins at the Airport Road-North Santiam Highway intersection and extends to the west, ending at the easterly bank of the Willamette River. The 25th Street to Airport Road project begins east of the four-laned 25th and Mission intersection and ends at the Airport Road-North Santiam Highway intersection.

The Airport Road to Lancaster Drive project includes work on Airport Road both north and south of the Airport Road intersection with North Santiam Highway. The project extends east to the interchange at Lancaster Drive, where

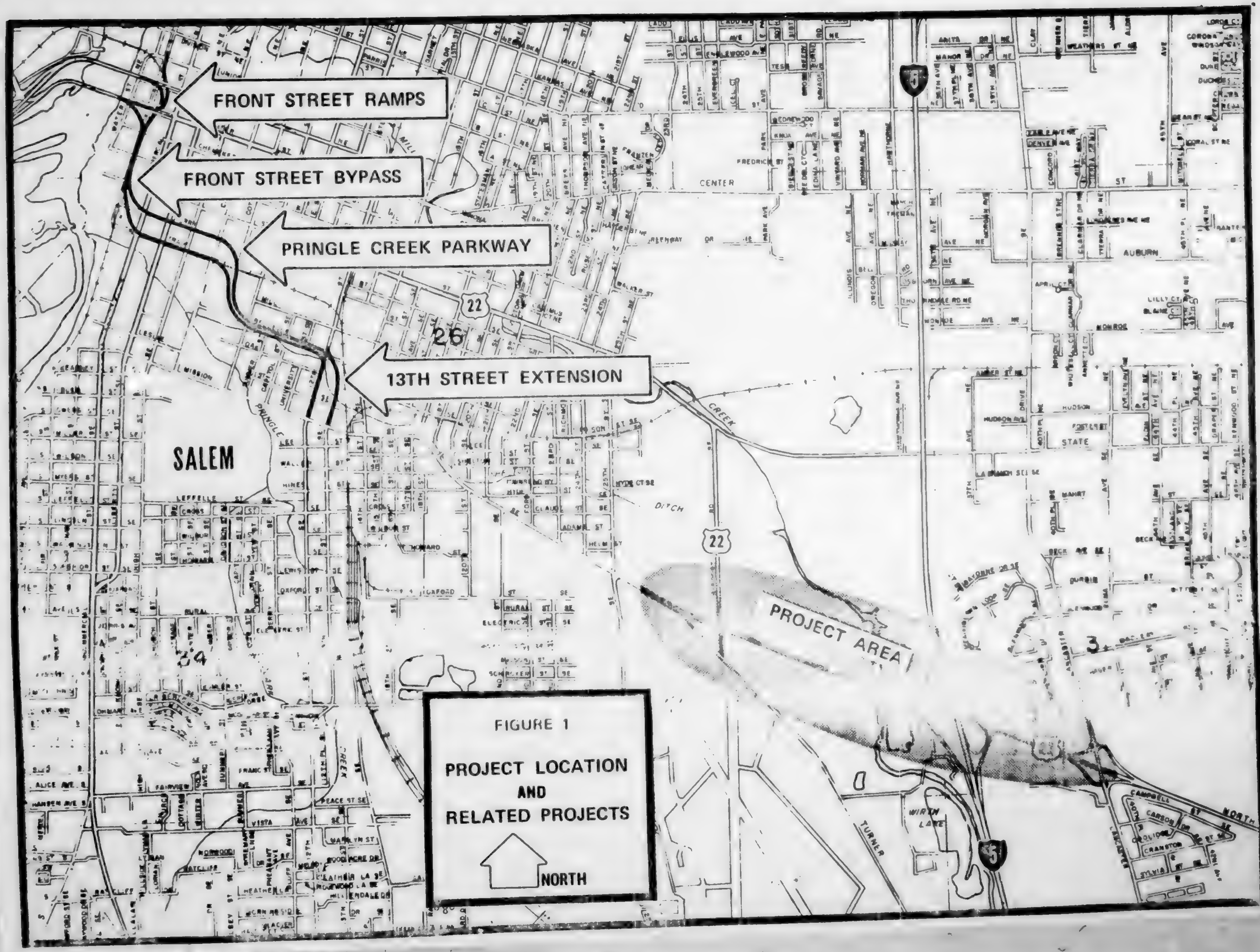
FRONT STREET RAMPS
FRONT STREET BYPASS
PRINGLE CREEK PARKWAY
13TH STREET EXTENSION
SALEM
PROJECT AREA
26
22
5
3
34
CENTER
AUBURN
STATE
TURNER
WIRTH LAKE
DITCH
CREEK
PRINGLE
NORTH

FIGURE 1

PROJECT LOCATION
AND
RELATED PROJECTS

it joins a previously completed four-lane section. The combined projects are approximately 1.66 miles in length.

**DESCRIPTION OF PROJECT** The existing roadway in the project area consists of two travel lanes. East of Lancaster Drive the North Santiam Highway is four-laned, and the intersection of 25th and Mission is four-laned. The proposed project would four-lane the intervening portion of roadway. The typical section between Airport Road and Lancaster Drive would consist of four twelve-foot travel lanes, a four-foot separating median, and ten-foot shoulders. Between Airport Road and 25th Street, the typical section would consist of four twelve-foot travel lanes, fourteen-foot separating and turning median, two-foot shoulders, and curbs. On the north side of the roadway, a sidewalk will be extended from 25th to Airport Road. Although the roadway will basically be four lanes, acceleration and deceleration lanes produce a roadway width of six lanes in some portions. Signals will be provided at the intersection of the I-5 northbound off-ramp with North Santiam Highway and the eastbound off-ramp from North Santiam Highway to Lancaster Drive.

Widening of the roadway will require widening of two structures--Mill Creek Bridge and the overcrossing of Interstate 5. Both structures will carry five twelve-foot travel lanes, three westbound and two eastbound, with a four-foot median and nine- to eleven-foot shoulders. Several ramps and approaches will be modified. The northbound I-5 on-ramp approach from the east would be moved westerly to allow for a greater weaving distance in the westbound lanes between the Lancaster Interchange and the I-5 Interchange.

The elevation and alignment of the roadway will remain essentially unchanged, and the existing roadway will be overlaid.

All widening will take place on the north side of the roadway, except for a small area on the approach to Turner Road. Most construction will be within the existing right-of-way. A strip approximately 5 feet by 800 feet (0.9 acre) will be acquired from a private owner north of Mission between 25th and Airport Road. A temporary easement for slope construction (0.14 acre) is also required from this property. A tapered strip 30 feet at the widest and 860 feet at its longest (0.39 acre) will be acquired from the State of Oregon on the west side of Airport Road, north of the intersection.

Approximately 110,000 cubic yards of borrow for embankment and 35,000 cubic yards of aggregates are required. Materials will be acquired by the it joins a previously completed four-lane section. The combined projects are approximately 1.66 miles in length.

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Approximately 110,000 cubic yards of borrow for embankment and 35,000 cubic yards of aggregates are required. Materials will be acquired by the contractor from either a commercial source or a contractor-supplied source. Contractor-supplied sources are governed by subsection 106.05 (as supplemented) of Oregon Transportation Commission Standard Specifications for Highway Construction to insure proper treatment and reclamation of the source.

Access will remain unchanged. Access is controlled east of Airport Road but not controlled on Mission west of Airport Road. The property which lies northeast of the Airport Road intersection has an access to the right-turn lane at the intersection. The access is undesirable and creates a safety hazard, but at this time the owner has not agreed to an access road further north on Airport Road, and the Highway Division has refused access between Airport Road and I-5.

The existing bikeway extending from 25th to Turner Road will not be disturbed. A bikeway extending past Airport Road was not considered because a parallel bikeway on State Street was constructed earlier in lieu of construction on North Santiam Highway.

The cost of the project will be approximately $3,435,000, of which $13,000 will be right-of-way cost.

PURPOSE OF PROJECT

The purpose of the proposed project is to increase the capacity of the section. The existing capacity of the two-lane facility at level of service "D" (approaching unstable flow) is approximately 17,000 ADT. Present volumes vary from 16,400 to 17,000. The peak-hour operating conditions at the signalized intersection with 25th Street and Airport Road can be described as approaching unstable flow with tolerable delays.

The purpose of widening the section of Mission between 25th Street and Airport Road is to improve the efficiency of the 25th Street intersection. The two-lane sections of Mission Street east and west of 25th Street restrict full utilization of all five lanes already constructed at the Mission Street-25th Street intersection. The section east of 25th Street is more critical to the maximum efficiency of the intersection, as the eastbound traffic is stopped longer than the westbound traffic because of the heavy east-to-south left turn. Widening of that section of Mission Street east of 25th Street, to four lanes, will improve the capacity and operation of the intersection, thereby reducing the number of peak-hour delays for motorists passing through this intersection.

ALTERNATIVES

The alternatives are limited to the Build and No-Build Alternatives. The existing alignment and location are felt to be appropriate, and no others were considered.

The No-Build can be realistically considered only a short-term alternative. Level of service "E" would be exceeded by 1979, resulting in extreme congestion and lengthy delays. Traffic diverted to State Street and Lancaster Drive would place similar strains on those arterials, resulting in pressure to widen those streets sooner than would be necessary if the Build Alternative is chosen.

Several design alternatives were examined. The three major design considerations involve the northbound I-5 on-ramp, the I-5 overcrossing, and the Airport Road-Turner Road intersection.

The northbound I-5 on-ramp will be reconstructed west of the existing location in order to increase the weaving distance between this ramp and the westbound North Santiam Highway on-ramp originating on Lancaster Drive. The need to modify the ramp was questioned as there is no accident history for this location. It was determined, however, that the twenty-year traffic projection on which the highway design is based necessitated a longer weave distance. The additional through lanes which will be constructed complicate the weaving maneuver, and it was therefore considered advisable to revise the ramp during initial construction before accidents do occur.

The second design issue involved the bridge over I-5. The new structure will provide three lanes westbound, and the existing structure will provide two lanes eastbound. Consideration has been given in the past to six-laning I-5 in this area, which would require reconstructing the existing structure to provide added length. At the same time, it would be raised to provide added clearance and widened to provide three lanes eastbound.

Since the widening of I-5 appears to be some time in the future and the added lane eastbound is not predicted to be needed for at least 10 years, it was decided to construct the new westbound structure to match the existing structure for length and grade. It will be designed as a precast facility, most of which will be salvageable if I-5 is widened and the structures replaced. The cost of rebuilding the entire structure at this time would be prohibitive.

The third issue involved the possible closure of Turner Road between Mission Street and Airport Road and routing the traffic through the Airport Road-Mission Street intersection. The city of Salem recommended that this action not be taken because the Turner Road segment serves in the same capacity as an off-ramp and because the efficiency of the Airport Road-Mission Street intersection would be higher with Turner Road left open.

## ENVIRONMENTAL SETTING AND PROBABLE IMPACTS

Natural Setting--Introduction

The project area is located in the middle of the Willamette Valley and lies almost exclusively within the 100-year flood plain of Mill Creek, a tributary of the Willamette River. Soils in the area are valley fill material consisting of silts, sands and gravels. The soils are considered prime agricultural soils, and the abundance of gravel has fostered large commercial sand and gravel operations within the immediate project area.

Despite the urban nature of the land surrounding the project area, wildlife habitats exist within the study area. For the purpose of this discussion, the habitats are divided between terrestrial and aquatic habitats, although it is acknowledged that they are integrally related.

Terrestrial Habitat

The existing vegetation and wildlife habitat are largely the result of past land modification. The larger portion of the study area is fairly homogenous mowed grassland which is adjacent to unmowed grassland. Within the right-of-way fence is a row of young Liquidambar saplings spaced 25 feet apart, the result of highway landscaping.

The eastern one-quarter of the study area is far more diverse. There are several sluggish streams and ditches which drain into Mill Creek; most of these are now culverted at many points, having been made to conform to the existing system of roads and on- and off-ramps. Aquatic features as such will be discussed in the following section; however, they are important in controlling the terrestrial environment. Associated with these bodies of water are riparian zones of habitat significantly different from the otherwise predominant grassland communities.

There are two terrestrial habitat types within the study area: the riparian woodlands and perennial grasslands. Grasslands occupy and form the habitat in approximately 70% of the land that will be affected by this project. It is largely the result of previous road construction, landscaping, and the subsequent invasion of forbs and grasses from adjoining open fields. This habitat provides food, primarily seed, for birds and burrowing animals and provides cover, primarily for burrowing animals and ground-nesting birds. A distinction is made between mowed grassland (occurring within the right-of-way) and unmowed adjoining grassland because of the severe limitations on wildlife use resulting from mowing. Because of the uniformity of this habitat, fences, power lines and trees or shrubs become important in providing diversity for wildlife use.

Much of the existing wildlife use of the mowed area is due to the less harsh conditions in nearby grassland, which contains individuals or flocks whose home ranges extend into the mowed area. Species which do reside within the mowed area must cope with periodically imposed reductions in food, water, and shelter during a period of the year when similar species in adjacent areas are having their season of greatest growth. The wildlife carrying capacity of mowed grasslands is considered to be low; however, it is also the habitat which would be most easily replaced or improved.

Riparian woodlands occupy approximately 30% of the land affected and are isolated in two areas within the eastern portion of the right-of-way. One of these stands will be adversely affected by this project. This stand is approximately 3.5 acres in size; it is surrounded by mowed grass, and this is enclosed by highways on all three sides. Flowing through the stand is one of the above-ground segments of a tributary to Mill Creek. The creek is dammed by a beaver dam; the beaver were trapped out by an unknown trapper in the last two or three years. However, the stand could not support beaver indefinitely because of the shortage of food and the limited area available for food production.

From an ecological point of view, this stand is interesting. Past conditions were apparently much drier, as evidenced by the presence of oaks having a savannah growth form and averaging 154 years of age. Although there is presently little or no oak reproduction, these remnants are healthy and still dominate the stand. The more moist conditions which exist today have favored the growth of Oregon ash and black cottonwood which, being tolerant of shade, have created a much more dense stand than originally existed.

This habitat provides a varied food supply of nuts, seeds, berries, and insects; good cover for escape, nesting and feeding; and a year-round water supply. Species which are found in the area include a wide variety of birds ranging from the great blue heron and various ducks to smaller birds such as the meadowlark and brown creeper. Small mammals such as brush rabbit, opossum and short-tailed weasel are also present.

Aquatic Habitat

Mill Creek and associated waters drain through the project area. Mill Creek, while a tributary of the Willamette River, is also connected to the North Santiam River watershed by a series of canals, including Salem Canal and West Stayton Ditch. Because the North Santiam River greatly augments Mill Creek flow, Department of Environmental Quality Special Water Quality Standards for the Santiam River Basin, in addition to DEQ General Water Quality Standards, apply to Mill Creek. At the North Santiam Interchange of Interstate 5, Mill Creek has been channelized and diverted from its original channel so that it passes to the west of the interchange. The original channel, with only a small fraction of water remaining in it, travels northeast and passes through the east arm of the interchange. As it crosses to the northwest side of the interchange, it feeds a small, shallow lake and rejoins the main body of Mill Creek farther to the northwest. Downstream of this and about 3,000 feet downstream of the Route 22 crossing of Mill Creek (M.P. 1.15, Shelton Ditch flows northwesterly out of Mill Creek, south of and roughly parallel to the creek, until it encounters the Willamette River.

Cascades Gateway Park is located on each side of the channelized section of Mill Creek and contains two ponds stocked with rainbow trout and bluegill. These ponds were created from highway borrow pits used during I-5 construction. The aquatic resources of this city park, including Mill Creek and the two ponds, are used for fishing, swimming, boating and aesthetic enjoyment and are very popular.

A significant fraction of the project area, including portions of the interchange, lies within the 100-year flood plain of Mill Creek and Shelton Ditch. A 100-year flood would produce a peak discharge near 9,000 cfs, with an average velocity of 10 fps, and a high-water elevation of 196.5 feet above mean sea level. The maximum flood on record (a 33-year flood) occurred in 1937; the peak discharge that year was 8,230 cfs. Neither the bridge nor the highway in this area has been overtopped by high water since construction (1953).

At present Mill Creek and Shelton Ditch provide good habitat for a variety of aquatic species. Riparian vegetation is abundant, water quality is generally good, and physical conditions favor a highly diversified aquatic system. While flows in Mill Creek are relatively well regulated, the old channel, the shallow lake and (to a lesser extent) Shelton Ditch, suffer from reduced summer flows and high water temperatures.

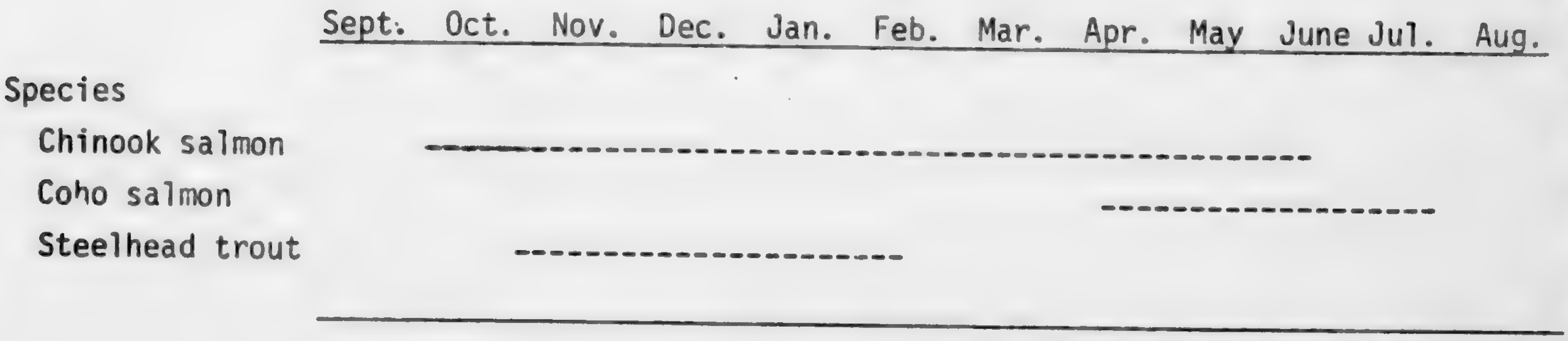
Limited historical data on Mill Creek indicate occasional elevated water temperatures, relatively high pH levels (around 8), and satisfactory dissolved oxygen levels. However, two fecal coliform measurements taken in August and September of 1968 indicate that Santiam Basin standards for fecal coliform

(300 MPN/100 ml) were being exceeded at that time in Mill Creek as a result of sewage pollution. This condition probably still exists as the leachate from two nearby sanitary landfills is believed to be the source.

Mill Creek contains good spawning and rearing habitat for fish along much of its length, including that section passing through the project area. Fall chinook salmon, a remnant run of spring chinook salmon, winter steelhead trout, and coho salmon are among the anadromous fish that frequent this creek. A periodicity chart of their presence is shown in Figure 2 (Oregon Wildlife Commission, 1962).[1] A boat survey conducted by the Fish Commission from September 27 to October 5, 1975, on Mill Creek from R.M. 0 to R.M. 22 (to its junction with Stayton Ditch) indicated the presence of 1,992 redds (spawning sites), or 90.55 redds per mile for the fall chinook salmon run.

FIGURE 2

Periodicity Chart for Adult Anadromous Fish
Presence in the Willamette River and Mill Creek
(Oregon Wildlife Commission, 1962)



Resident salmonid species in Mill Creek include rainbow trout, which are stocked, and cutthroat trout. Other fish include squawfish, chiselmouth chub, coarse-scale suckers, shiners, and other non-game rough fish. Invertebrates such as crayfish, snails, and insect larvae of many types are also present.

The old channel and the shallow lake provide what is largely a marshland habitat, more valuable for waterfowl and insects than fishes. In these areas, drainage is poor and aquatic and riparian vegetation is abundant; decaying vegetation and other organic matter yield high nutrient levels and somewhat depressed oxygen concentrations. These areas are important in supplying downstream areas of Mill Creek with detritus and nutrients, and enrich those waters. (There is some indication that sewage, agricultural runoff and/or roadside fertilizers are entering the old channel at an upstream point, as the nitrate/phosphate ratio is quite low--about 0.5. A more characteristic value for natural waters is about 10. Fertilizers and sewage commonly enrich natural waters with dissolved phophates (USGS, 1970). The old channel gets a few fish from Mill Creek, but its direct value as fish habitat is fairly low; the shallow lake contains a few mosquitofish. These areas are, in summary, valuable primarily as bird and duck habitat, as breeding grounds for insects, as recharge areas, and as upstream sources of insects and broken-down organic matter.

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[1] Now merged with the Fish Commission to become the Oregon Department of Fish and Wildlife.

### Cultural Setting--Introduction

Urban areas are characterized by their high degree of interdependence and relatedness of the various urban components. In order to understand clearly the economic and land use environment and the impacts on it resulting from this project, it is essential that traffic patterns and their relationship to other projects which are proposed or under construction be clearly understood.

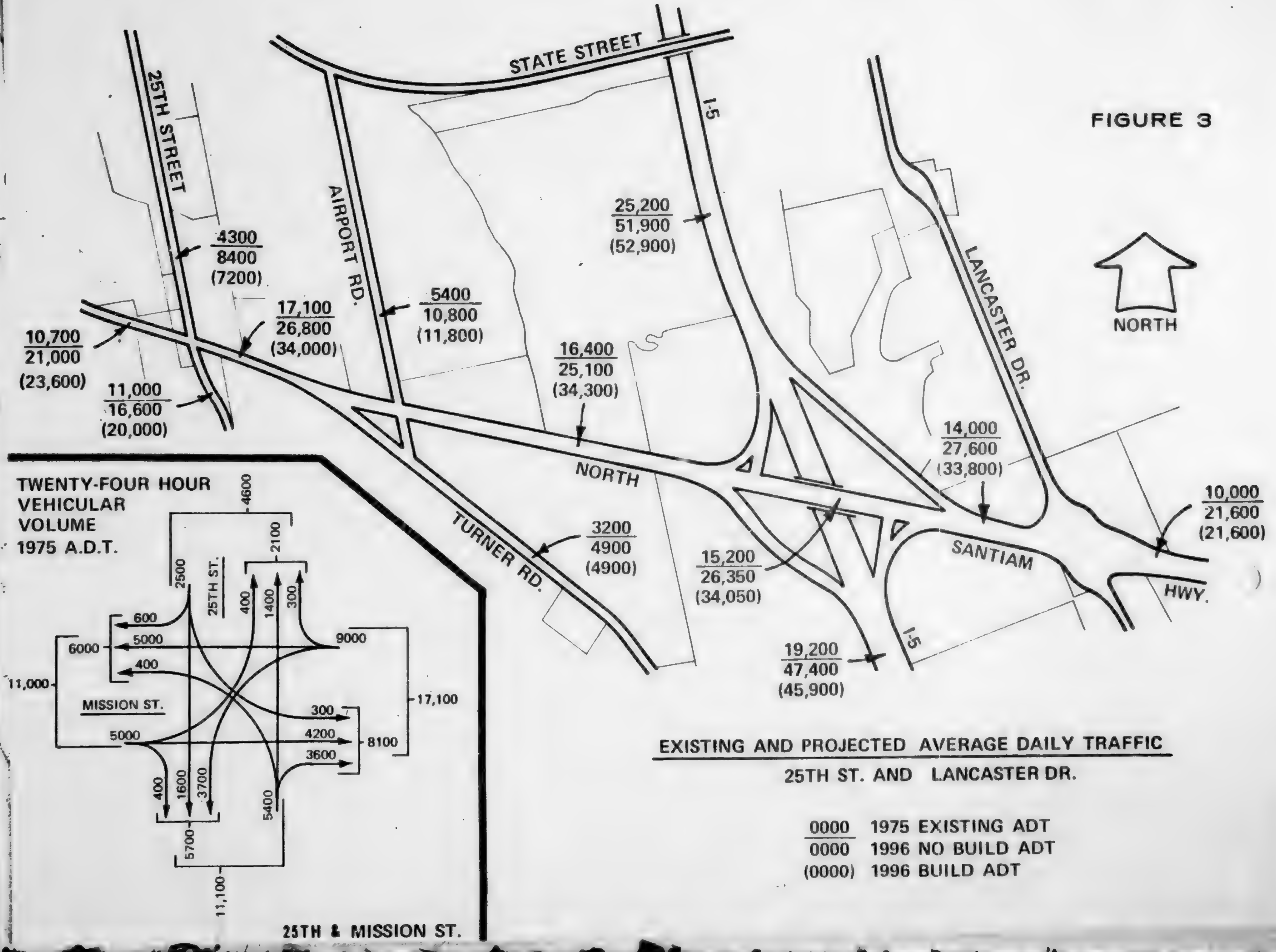
### Function of Traffic System and Related Projects

North Santiam Highway and the Salem-Willamina Highway form Route 22, the principal east-west route serving the Salem urban area. The designated route through Salem connecting these two highways is presently the Marion Street-Center Street couplet, Twelfth Street, State Street and Airport Road (Figure 1).

The 25th Street to Lancaster Drive section serves as a collector-distributor for a multiplicity of origins and destinations. These include the south Salem area; the I-5 interchange; the Lancaster Drive area; the outlying east Marion County areas of Stayton, Mill City and others; the central business district of Salem; recreation areas in the Cascade Range and, to some extent, those on the coast.

Mission Street is an east-west arterial bordering the south edge of the Salem central core area. It intersects the principal north-south arterials: the 12th Street-13th Street couplet and the Liberty-Commercial couplet. It intersects 25th Street, a four-lane facility giving access from the south Salem area to points east and north. Mission Street becomes the North Santiam Highway at the Airport Road Intersection. The dominant traffic movement at this intersection is east-west; seventy-five percent of the traffic approaching from either direction continues on Mission or North Santiam Highway rather than turning onto Airport Road, which is the designated route of Highway 22 (Figure 3). At the

## FIGURE 3


NORTH
STATE STREET
25TH STREET
AIRPORT RD.
I-5
LANCASTER DR.
NORTH
TURNER RD.
SANTIAM
HWY.
I-5
4300
8400
(7200)
10,700
21,000
(23,600)
17,100
26,800
(34,000)
11,000
16,600
(20,000)
5400
10,800
(11,800)
25,200
51,900
(52,900)
16,400
25,100
(34,300)
3200
4900
(4900)
15,200
26,350
(34,050)
14,000
27,600
(33,800)
10,000
21,600
(21,600)
19,200
47,400
(45,900)
TWENTY-FOUR HOUR
VEHICULAR
VOLUME
1975 A.D.T.
4600
2100
2500
25TH ST.
400
1400
300
600
5000
9000
6000
400
11,000
MISSION ST.
300
17,100
5000
4200
8100
3600
400
1600
3700
5400
5700
11,100
25TH & MISSION ST.

EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC

25TH ST. AND LANCASTER DR.

0000 1975 EXISTING ADT
0000 1996 NO BUILD ADT
(0000) 1996 BUILD ADT

FIGURE 4

## NORTH SANTIAM HIGHWAY
## 25th STREET-LANCASTER DRIVE SECTION
## VOLUME SUMMARY ON VARIOUS FACILITIES

| Route | Section | Maximum Volume (Level of Service "D") | Present | No-Build 1986 | No-Build 1996 | Build 1986 | Build 1996 |
|---|---|---|---|---|---|---|---|
| Mission Street | 25th St. to Airport Road | 2 Lanes - 16,000<br>4 Lanes - 30,000[1] | 17,100 | 25,400 | 26,800 | 27,900 | 34,000 |
| N. Santiam Highway | Airport Road to Pacific Hwy. | 2 Lanes - 18,000<br>4 Lanes - 30,000[1] | 16,400 | 23,200 | 25,100 | 27,200 | 34,300 |
| | Pacific Hwy. to Lancaster Dr. | 4 Lanes - 30,000[1] | 14,000 | 20,100 | 27,600 | 23,100 | 33,800 |
| Pacific Hwy. (I-5) | Market St. to N. Santiam Hwy. | 4 Lanes - 50,000<br>6 Lanes - 75,000 | 25,200 | 37,400 | 51,900 | 38,400 | 52,900 |
| | N. Santiam Hwy. to Kubler Rd. | 4 Lanes - 50,000<br>6 Lanes - 75,000 | 19,200 | 27,200 | 47,400 | 27,200 | 45,400 |
| Lancaster Drive | State St. to N. Santiam Hwy. | 4 Lanes - 26,000[1] | 12,000 | 19,200 | 21,900 | 15,700 | 22,100 |
| | N. Santiam Hwy. to Holland Dr. | 2 Lanes - 12,000 | 5,000 | 7,400 | 10,600 | 6,900 | 8,600 |
| Airport Road | State St. to Mission St. | 2 Lanes - 14,000[1] | 5,400 | 7,600 | 10,800 | 8,100 | 11,800 |
| State Street | 25th Street to Airport Road | 2 Lanes - 12,000[1]<br>4 Lanes - 26,000[1] | 11,500 | 16,500 | 18,200 | 14,500 | 17,700 |
| | Airport Rd. to Lancaster Dr. | 2 Lanes - 16,000[1]<br>4 Lanes - 30,000[1] | 9,500 | 15,300 | 17,500 | 11,800 | 14,500 |
| Turner Road | Mission St. to Cascade Park | 2 Lanes - 10,000 | 3,200 | 4,100 | 4,900 | 4,100 | 4,900 |
| Hawthorne Avenue | State Street to Turner Road | 2 Lanes - 8,000 | -0- | 800 | 1,000 | 800 | 1,000 |

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[1] With Signals.

25th and Mission Street intersection, 43 percent of the traffic on the east leg of Mission makes the movement between the south leg of 25th and the east leg of Mission Street. Fifty-four percent continues on Mission and only 3 percent moves along the north leg of 25th Street.

Several projects under construction and planned for the future will have an impact on the traffic patterns of the future and will be affected to some extent by this project (Figure 1). These projects are included in the adopted 1982 Salem Area Transportation Study Plan (SATS), and include:

13th Street Extension[a]
Pringle Creek Parkway[a]
Front Street Bypass[b]
Front Street Ramps[b]
Third Salem Bridge[b]
12th to 25th Widening of Mission Street[c]
Kubler (I-5) Interchange[d]

Note: [a] Under construction.
[b] In advanced planning stage.
[c] In early planning stage.
[d] On SATS Plan; no active planning at this time.

Kubler Interchange is proposed on the SATS Plan for the intersection of I-5 and a proposed extension of Kubler Road. If built, it would have the effect of reducing the 25th Street-Mission Street movement. All the other listed projects would have the effect of channeling east-west traffic through the Salem area along the Pringle Parkway-Mission Street complex rather than the existing Route 22. The proposed project, in that it could reduce congestion and expand the capacity of the road and the 25th Street and Airport Road intersections, encourages the development of this movement.

### Traffic

Traffic volumes were analyzed for 1975, 1986 and 1996 (see Figures 3 and 4), using data derived from the Salem Area Transportation Study (SATS). The modeling process assumes the completion of the first six projects by 1986 and completion of Kubler Interchange and widening of I-5 by 1996. The modeling process assumes the completion of the Third bridge will be a south crossing at either Mission or Pringle. However, even if a south crossing is not selected, eastbound traffic from the West Salem area and other points to the west would still be channeled to Mission Street via the Front Street-Pringle Parkway complex.

By 1996, traffic volumes on the project section are predicted to reach 34,000 vehicles per day (Figures 3 and 4). The four-lane capacity at level of service "D" is 30,000 ADT. Therefore, "E" level of service (unstable flow) would be reached in 1996. The projected ADT of 34,000 is largely dependent on improving Mission Street to four lanes between 12th and 25th Streets, as proposed by the SATS Amended Transportation Plan. Without the four-lane extension of Mission Street, the 34,000 ADT would not be attainable. The four-lane capacity of 30,000 between 25th and Lancaster Drive would then provide an acceptable level of service.

Between 1990 and 1996, prior to four-laning State Street, severe congestion could be expected on both the North Santiam Highway and State Street between 25th and Lancaster Drive. Drivers would experience frequent and lengthy stops.

### Economics and Land Use

Salem, with a population of 75,000, is located in the center of the Willamette Valley. The Willamette Valley is known for its prime farmland and potentially high agricultural productivity. The city of Salem is surrounded by farms ranging from plots of small acreage to large commercial farms producing beans, wheat, strawberries, grass seed, etc., which support the food-processing operations in and around Salem.

As the state capital, Salem is a major center of government and service employment. However, Salem is not one of the major manufacturing and distribution centers in Oregon. Portland to the north and Eugene to the south claim this distinction. Manufacturing is concentrated in the food-processing and the lumber and wood products industries. These economic sectors are no longer as dominant as they once were and have declined in importance relative to governmental and service sectors. Employment projections to 1980 indicate that these trends will continue.

The distribution of employment (Oregon State Highway Division, Salem Area Transportation Study, 1973) reflects the heavy concentration in the government and service industries, with 60 percent of all employment found in the downtown area, where the central business district and governmental offices are located. The next largest concentration, about ten percent, is located south of the project near the airport. This employment center is reliant on the project section for access to I-5 and as a major travel route for employees from the east and northeast. One of the major retail facilities in the Salem urban area, K-Mart, is located just beyond the west end of the project at the southwest corner of the 25th and Mission Street intersection.

The subject section is part of the major arterial in the southeast quadrant of the Salem Urbanized Area. As such, it will both affect and be affected by population and employment changes in this quadrant. Studies of relative population distribution done for the Salem Bridge Study show that between 1960 and 1970 in the southwest quadrant there was a population distribution gain of between 0.0 to 2.9% of total population, except for the industrialized area around the airport, which showed a loss. Projections of distribution of 1990 indicate that this trend will continue within the urban growth boundary. Employment projections to 1990 also indicate a positive shift of employment to the southeast quadrant. Population projections for the southeast area of Marion County, serviced almost exclusively by the North Santiam Highway, show that this area is expected to grow at an annual adjusted rate of 4.4% from 1970 to 1990, a considerably higher rate than the annual adjusted rate of 2.9% for Marion County as a whole.

Zoning in the area is diversified, consisting of commercial retail, general commercial, rural agricultural, residential, and single-family residential zoning (Figure 5).

Commercial development adjacent to the roadway is limited by access control. Between Airport Road and Lancaster Drive, no commercial access exists. Between 25th and Airport Road, Mission Street is a city street, and commercial access can be granted. Capitol Toyota and Capitol Chevrolet are in the process of constructing a showroom and maintenance facility for their new and used car operation on the north side of the roadway and will be granted access to Mission Street. The area south of the roadway is occupied by the Salem Airport and has no access to Mission Street (Figure 5).

In the area of Lancaster Drive on the south side of Highway 22, near the KOA Campgrounds, the Thunderbird Motel Corporation is exploring the possibility of constructing a motel-convention center. A gravel operation on the south side of Highway 22 midway along the section was recently granted permission by the Salem City Council to continue its operation for an additional ten-year period.

Recreation uses dominate the area near the I-5 Interchange. Cascades Gateway Park, a city park, lies to the southwest; Meadowlawn Golf Course lies to the northeast; and a KOA Campground lies to the southeast. The remainder of land bordering the proposed facility is vacant or used agriculturally for grazing and growing hay crops.

## SALEM ZONING

## 25TH ST. & LANCASTER DR.

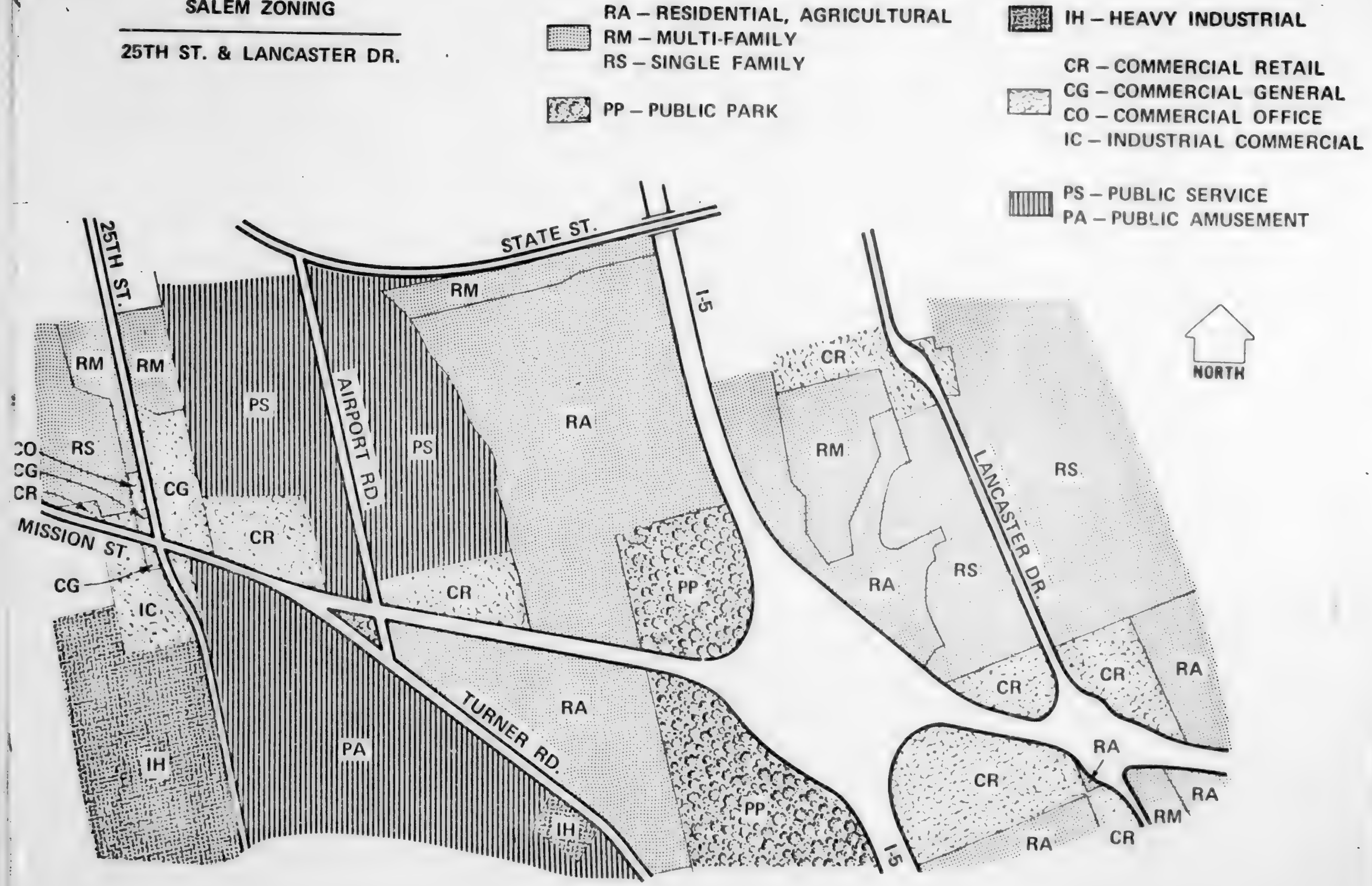
RA – RESIDENTIAL, AGRICULTURAL
RM – MULTI-FAMILY
RS – SINGLE FAMILY
PP – PUBLIC PARK
IH – HEAVY INDUSTRIAL
CR – COMMERCIAL RETAIL
CG – COMMERCIAL GENERAL
CO – COMMERCIAL OFFICE
IC – INDUSTRIAL COMMERCIAL
PS – PUBLIC SERVICE
PA – PUBLIC AMUSEMENT
NORTH
STATE ST.
25TH ST.
AIRPORT RD.
I-5
LANCASTER DR.
MISSION ST.
TURNER RD.
RM
RM
RM
RS
CO
CG
CR
CG
CG
CR
IC
IH
PS
PS
CR
PA
IH
RA
RA
PP
PP
CR
RM
RA
RS
RS
CR
CR
RA
CR
RA
RA
RA
RM
CR
I-5

FIGURE 5

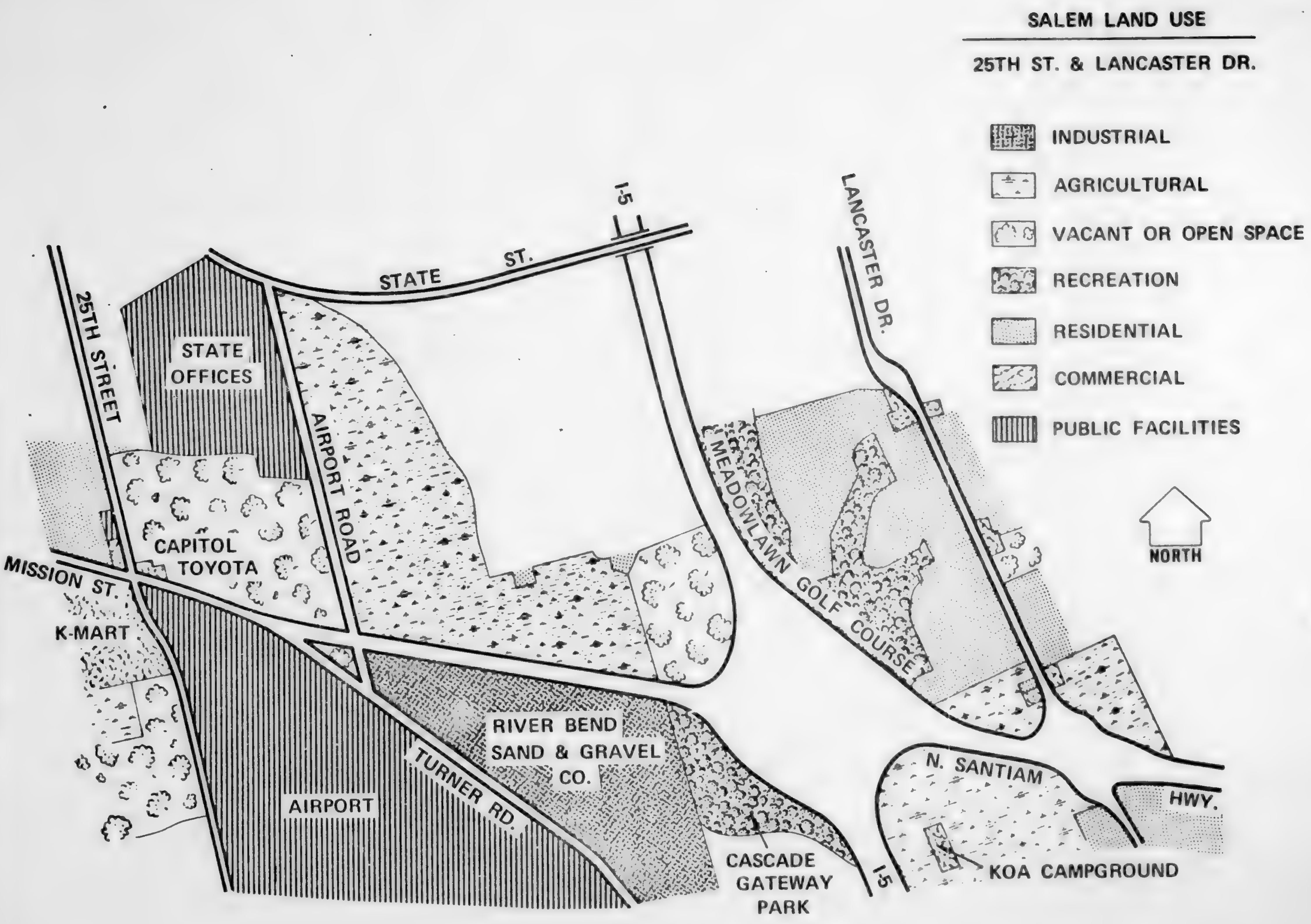
SALEM LAND USE
25TH ST. & LANCASTER DR.
INDUSTRIAL
AGRICULTURAL
VACANT OR OPEN SPACE
RECREATION
RESIDENTIAL
COMMERCIAL
PUBLIC FACILITIES
NORTH
I-5
STATE ST.
LANCASTER DR.
25TH STREET
STATE OFFICES
AIRPORT ROAD
MEADOWLAWN GOLF COURSE
CAPITOL TOYOTA
MISSION ST.
K-MART
RIVER BEND SAND & GRAVEL CO.
N. SANTIAM HWY.
AIRPORT
TURNER RD.
CASCADE GATEWAY PARK
I-5
KOA CAMPGROUND

FIGURE 6

Within the year, the post office plans to consolidate many of their services by constructing a new operations terminal just west of the project terminus on 25th Street. The new terminal, which will house most of the Salem Area mail carriers and mail delivery trucks, will utilize the I-5 and Highway 22 exits traveling down Highway 22 to 25th and Mission and turning north on 25th to the postal terminal.

South and west of the airport is an industrial area which utilizes 25th Street and the subject section to achieve access to I-5. The area immediately south of the airport, which is in city ownership, was recently considered by the Salem City Council for a potential light industrial and commercial complex. The proposed project would facilitate such development. However, because of the present economic situation, development plans have been postponed.

## ENVIRONMENTAL IMPACTS AND MITIGATION

### Introduction

In examining the impacts of the project, three levels of study area were delineated. The first--the immediate project area--is defined as land immediately adjacent to the existing roadway. The second--the general project area--is defined as the area within a half-mile distance of the project. The third--the outlying area--is defined as the eastern leg of Marion County, which relies on Highway 22 as the principal access to Salem and I-5.

Impacts are designated as primary and secondary. Primary impacts are those that will occur directly and immediately from construction of the project. Secondary impacts occur in a longer time frame and are contributed to by the project but may not result solely from completion of the project.

The primary adverse impacts that will occur as a result of this project are those that affect the natural environment. Impacts will result from both destruction and reduction of quality of habitat. The replacement habitat will not support the same species which will be displaced.

One and nine-tenths (1.9) acres of land which are now paved will be returned to a biologically productive state, resulting in a positive impact; however, the net result of the project is a loss of 7.2 acres and the reduction in quality of 3.25 acres of existing habitat. Six and four-tenths (6.4) acres of habitat will undergo a short-term loss in productivity before being replaced. The permanent loss of several individuals of various species will result.

The habitat of the study area does not differ greatly in its intrinsic qualities from similar habitat in less urbanized areas in the Willamette Valley, but the existing system of highways has almost isolated the most valuable parcels from surrounding habitat, severely limiting their actual value to many species. The species which now exist in these areas, if unable to fly or swim, must be able to live and reproduce on a very limited home range. Therefore, the acreage of habitat lost and of habitat changed to a more simplistic environment represents a loss which can be considered of little significance in terms of the number of individuals affected and the species which are affected the most.

### Aquatic Habitat

Aquatic impacts of the project will result from widening the structure over Mill Creek and rerouting the old channel in the northeast section of the interchange to allow relocation of the northbound I-5 on-ramp.

Widening of the existing North Santiam Highway structure over Mill Creek will entail the placement of two additional in-stream bents and removal of about 50 feet of riparian vegetation on each side of the stream north of the existing road. Excavation for these bents will result in downstream turbidity and other water quality disturbance, but construction methods will be designed to minimize harm. The bents will cause minor to insignificant hydraulic alterations downstream, producing minimal turbulence.

Riparian vegetation will be removed; however, little shade will be lost. The additional cover provided by the new bridge span will act to lower water temperatures in the immediate vicinity. Banks and fill slopes will be seeded and mulched to minimize erosion and siltation.

Measures will be taken to minimize disturbance to Mill Creek during structure improvement. Construction will be timed to avoid the major fish runs, which occur on a basin-wide basis, from approximately July to October. The stream will not be diverted from its natural bed; there will be no material removal or operation of equipment in the active flowing stream between September 1 and June 15. Waste materials and spoils will be placed above the bankline, and turbid waste waters will not re-enter the waterway. The work area will be confined by berms made of impervious material, as opposed to river gravel, to reduce the release of turbid waters into the rest of the creek.

The history of the existing crossing indicates that its waterway area is large enough to convey flood waters without creating a maintenance problem to either structure or fill. Calculations by the Corps of Engineers indicate that the bridge would create a maximum of one-foot of backwater for a 100-year frequency flood. This backwater would not result in damage to upstream properties. The velocity beneath the bridge would be approximately 10 fps.

A spearate, unrelated project is planned for the vicinity of the south end of the interchange, which may include further modification of the Mill Creek channel change. The work may result in increased downstream velocities and erosion. Effects of these alterations should be recognized and distinguished from those impacts accruing from the proposed project.

The northbound on-ramp to I-5 will be moved southwesterly during the interchange improvement, resulting in the loss of more than half the ponded water area. Water will be conveyed to and from the area via drainage ditches which will have four-foot bottoms and 4:1 slopes; however, water will continue to be allowed to pond in order to preserve as much remaining habitat as possible. An increase in turbidity and downstream siltation can be expected from this operation on a short-term basis. Slopes will be seeded and mulched to reduce erosion through this section. Loss of aquatic and riparian vegetation will reduce the value of this marshy area to waterfowl and birds and will reduce the quantities of food organisms and detritus washing downstream. Water temperatures will increase in the ponded area. Impacts to Mill Creek, into which the water drains, will be minimal.

The seasonal shallow lake will not be adversely affected in a direct way. No encroachment on that lake will occur, and no riparian marsh vegetation will be removed from there. A minor increase in silt deposits may occur during construction; however, seeding and mulching of exposed slopes will minimize this impact.

The recreational uses of Mill Creek and the ponds in Cascades Gateway Park will not be adversely affected. Minimal construction work will occur on the south side of the existing roadway and be contained within the existing right-of-way. A 4(f) statement is therefore not required.

No terrestrial or aquatic impacts would occur with the No-Build Alternative.

## Transportation System and Traffic

Widening the North Santiam Highway to four lanes and improving the Airport Road and I-5 Interchange intersections will improve traffic flow, capacity and safety, providing level of service "C" until about 1989. The project also benefits State Street and Lancaster Drive by decreasing traffic diverted to those streets.

Six-laning may be required sometime after 1989. The subject facility provides 3 lanes westbound through much of its length and has been laid out so that a lane can readily be added from Airport Road in an easterly direction without requiring added right-of-way.

If the No-Build Alternative were selected and no improvements are undertaken on this section, the existing capacity (level of service "E") would be exceeded by 1979. Peak-hour delays would become evident at the Airport Road signalized intersection. Vehicles would often wait through more than one signal cycle to clear the intersection.

By 1986, the section between 25th Street and I-5 would carry 23,000 to 25,000 vehicles per day. Extended delays during peak-hour periods at the intersections with 25th Street, Airport Road, and the I-5 Interchange would occur. As conditions deteriorated on the North Santiam Highway, traffic would divert to nearby facilities. State Street and Lancaster Drive are the facilities that would be affected. The greatest impact would occur on State Street between 25th and Airport Road. The level of service in this section would be expected to deteriorate to "E" or "F" level in 1986. Traffic backups would increase in length on the approaches to the intersections at State Street with 25th and Airport Road. Additional delays could also be expected at State Street and Lancaster Drive.

With the completion of the subject section and the Pringle Creek-Front Street Complex, there will be four or more lanes from the Center Street and Marion Street bridge crossings to Joseph Street east of Lancaster Drive, except for an intervening section from 12th Street to 25th Street. By increasing the capacity of the 25th to Lancaster section and by creating Pringle Creek Parkway as a desirable route through the central business district, the pressure to expand the capacity of Mission Street from 12th to 25th Streets will be increased. There are several alternatives dealing with the congestion, and the completion of the subject project does not preclude any alternatives. The alternative under study on the SATS is the four-laning of Mission Street between 12th and 25 Streets. Beyond four-laning, the type of facility has not yet been proposed. It is probable that this alternative would require the removal of 25 residences and 15 businesses and an under- or overcrossing of the railroad tracks. Funding for a project of this magnitude is not available at this time. Estimated construction and right-of-way costs are approximately $6,000,000. Preliminary study of the other alternatives has not been done at this writing.

## Economics and Land Use

The primary economic impacts of the project are minor. A minimal amount of right-of-way is required from land that is presently vacant. Future use of the land will not be affected, and tax loss would be negligible. The primary social impacts are limited to the inconvenience highway users will experience during construction.

Primary land use impacts are not anticipated because of this project. Land adjacent to the proposed highway facility is committed to its existing use to such a degree that widening the facility will not contribute to any future change. For example, the airport property will remain as airport property until such time as the airport might close. This is true also of Cascades Gateway Park and the commercial sand and gravel operation.

Secondary impacts will result from the completion of the transportation corridor of which the section is a part. A highway improvement increases the value of the land it serves. In the case of residential development in the outlying areas of the city, the improvement resulting from reduction in time and cost of travel to activities in the urban center leads to increased desirability of the residences served by the highway. Thus, areas are opened for residential development that may have been beyond commuting range with respect to time and travel cost.

Marion County has anticipated such growth trends and has consequently made provision for the preliminary approval of subdivision in outlying areas such as Turner, Aumsville, Stayton, Sublimity (Figure 7). Additionally, a goal in the Marion County Comprehensive Plan is to complete four-laning Highway 22 to the Stayton overcrossing (see Figure 7). This too will make the outlying areas more attractive for people who wish to live out and work in Salem.

Although residential growth will be encouraged to move outward from the city, the improved transportation system will, at the same time, provide good access to the central business district, helping it to maintain its viability as a retail and office center.

Proposed industrial development in the general project area would also be encouraged by the project, although transportation is only one factor influencing industrial location. Such development would be consistent with the Comprehensive Plan.

If the No-Build Alternative were selected, the resulting congestion would discourage some residential development in outlying urbanized areas.

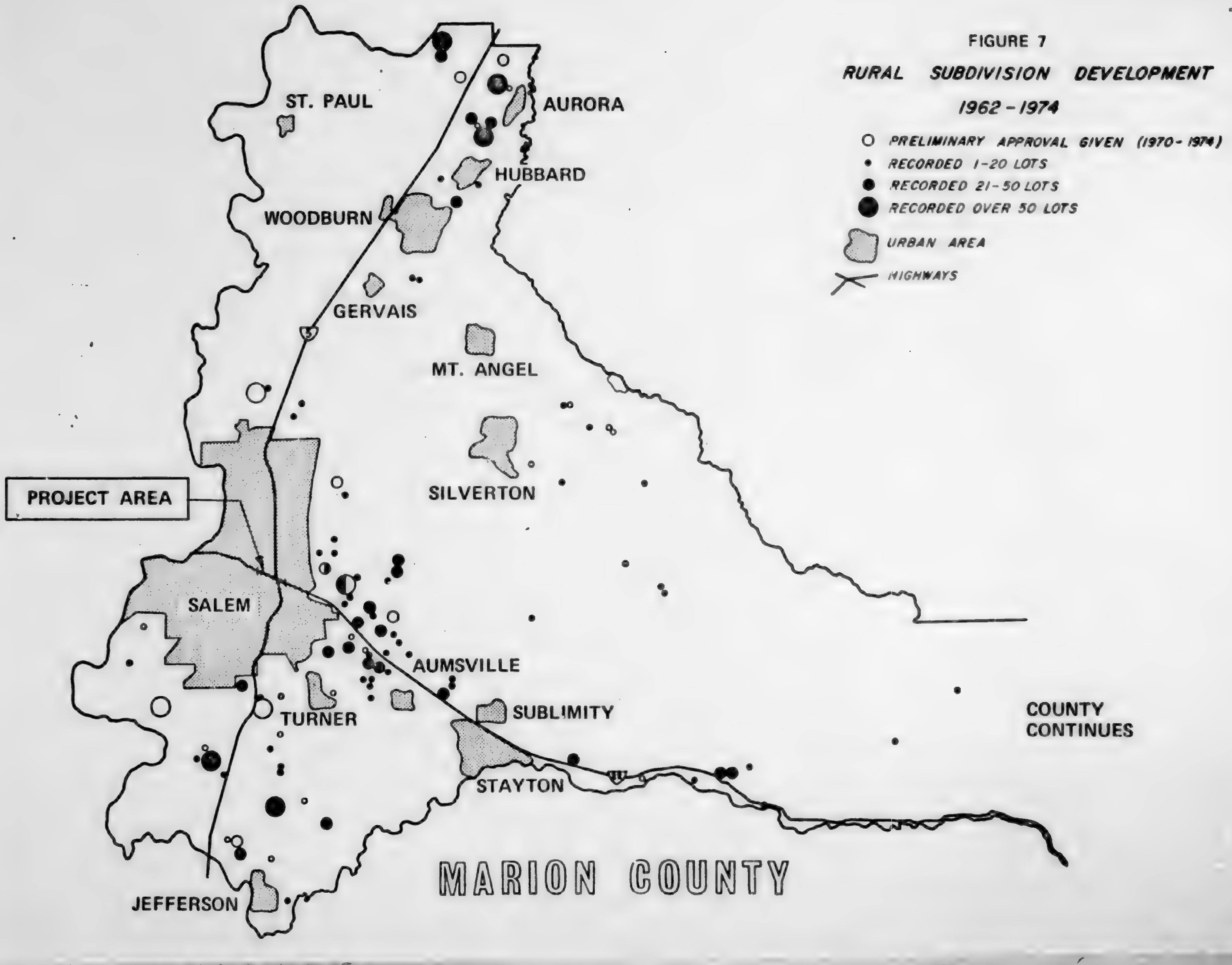

FIGURE 7

RURAL SUBDIVISION DEVELOPMENT

1962 - 1974

○ PRELIMINARY APPROVAL GIVEN (1970-1974)
• RECORDED 1-20 LOTS
● RECORDED 21-50 LOTS
⬤ RECORDED OVER 50 LOTS
URBAN AREA
HIGHWAYS
ST. PAUL
AURORA
HUBBARD
WOODBURN
GERVAIS
MT. ANGEL
SILVERTON
PROJECT AREA
SALEM
AUMSVILLE
SUBLIMITY
TURNER
STAYTON
JEFFERSON
COUNTY CONTINUES
MARION COUNTY

Commercial and industrial development in the general area of the project would be less than if the Build Alternative were selected. Construction and right-of-way costs incurred with the Build option would not occur here. However, the funds dedicated to these projects would be placed in the Urban Extension and Urban Systems funds and would be spent on other urban project in Salem or other Oregon cities. Traffic would be diverted to several local streets, diffusing the congestion and necessitating major and minor improvements.

Air Quality

Concentrations of carbon monoxide resulting from either alternative for any year are not predicted to violate either the one- or eight-hour standard for this pollutant outside the highway right-of-way. Violations of both standards will exist on and very near the roadway in the vicinity of the North Santiam Interchange at I-5, although, as with other portions of the project, levels only slightly above background would be noted outside the right-of-way. These levels will cause no adverse impacts to nearby sensitive receptors such as Cascades Gateway Park, the KOA Campground, and the Meadowlawn Golf Course. No violations of either the lead or oxides of nitrogen standards will exist in the project area. The concentration of reactive hydrocarbons will approach the three-hour standard of 160 $ug/m^3$ over a considerable portion of the project area. No adverse health effects, however, would be associated with the concentrations predicted.

The selection of either the Build or No-Build Alternate will allow for the reduction of all pollutants through the early 1990's, regardless of any potential delays in the Federal vehicular emissions control strategy. Very little difference is noted between the Build and No-Build Alternatives with respect to air quality.

The Oregon State Highway Division has determined that both of the project alternatives are consistent with the air quality goals of the State of Oregon Clear Air Act Implementation Plan.[2] The Department of Environmental Quality has approved an Indirect Source Construction Permit for this project.

Noise

Noise levels now being emitted ($L_{10}$ 70 dBA)[3] by traffic on Santiam Highway/Mission Street (excluding the intersections, overpass/underpass at

---

[2] The full air quality analysis is available from the Environmental Section, Oregon State Highway Division, Highway Building, Salem, Oregon.

[3] The term "$L_{10}$ 70 dBA" indicates that the highest noise level occuring 10 percent of the time ($L_{10}$) is measured at 70 decibels on the "A" scale (70 dBA). A standard of 70 dBA is considered the maximum level desirable for areas to be used for residential, school, church, library, hospital, or park purposes. The standard for commercially developed land is $L_{10}$ 75 dBA.

Airport Road, I-5 and Lancaster Drive) extend approximately 80 feet from the edge of the roadway. If the No-Build Alternative were selected, the 1996 $L_{10}$ 70 dBA noise levels will extend approximately 182 feet from the road. If the project is implemented, $L_{10}$ 70 dBA levels are expected to extend approximately 120 feet from the edge of the modified roadway.

Presently there are no critical receptors affected by an adverse noise environment, due to the sparse development in the area. Areas of possible concern from a noise perspective would be those of the Cascades Gateway Park, The Meadowlawn Golf Course, and the KOA Campground. The existing $L_{10}$ 70 dBA noise level extends approximately 25 feet onto Meadowlawn Golf Course along that portion adjacent to the North Santiam Highway. This intrusion beyond the right-of-way will increase to about 70 feet for both the 1996 Build and No-Build Alternatives.

The KOA Campground presently experiences $L_{10}$ 70 dBA levels within 20 feet of their property line, which is parallel to the North Santiam Highway. Noise intrusion ($L_{10}$ 70 dBA) is expected to extend onto KOA property approximately 65 feet for the 1996 No-Build Alternative and approximately 75 feet for the Build Alternative.

Existing noise levels do not exceed the FHWA guildeline level of $L_{10}$ 70 dBA in the area of the Cascades Gateway Park. Regardless of the choice of Build or No-Build, noise level (1996) encroachment on the park will continue to be below the 70 dBA level.

## DISCUSSION OF COMMENTS RECEIVED

The Notice of Intent for the A-95 review was released October 11, 1974, for the Airport Road to Lancaster Drive Section. The remaining section did not require an A-95 review process because the impacts of the section in itself were not considered significant.

A comment received from the Corps of Engineers offered data for use in making a flood hazard evaluation. The evaluation was completed, and the results are discussed under the "Aquatic Impacts" section.

The replies from the City of Salem indicated approval of the project and emphasized the need for landscaping, as this facility is considered a major scenic entry-way to the city. In response, the project was designed to preserve the existing landscaping, which consists of linear plantings of young Liquidamber trees. The revised northbound I-5 ramp will unavoidably destroy the scenic value of the portion of the pond and woodlands it will replace. This value is not replaceable in kind; however, the old ramp will be removed, and the area will be landscaped.

Notice of the availability of the Draft Negative Declaration and notice of the opportunity to request a Corridor/Design hearing was advertised in the "Legal Notices" in two Salem newspapers on Thursday, October 16, 1975 and on Thursday, October 23, 1975. No hearing was requested and no comment on the Draft Negative Declaration was received.

**BASIS FOR NEGATIVE DECLARATION**

The Oregon State Highway Division has found that the proposed project is necessary to provide adequate capacity to meet traffic demand and to provide for travel safety.

The primary impacts to the physical and cultural environment of the immediate project area are insignificant. Air quality and noise level analyses favor the Build over the No-Build Alternative.

The secondary land use and economic impacts will be substantial and will accrue upon the completion of the proposed project and related projects which will result in an expanded, upgraded east-west arterial through the south-central Salem area. This transportation system is included in the Salem Area Transportation Study, and the transportation system and the land use changes are consistent with the Salem Area Comprehensive Plan.

It is the conclusion of the Oregon State Highway Division that this project constitutes a "major" action as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have a significant impact upon the quality of the human environment. Therefore, an environmental impact statement will not be processed.

Concurred in by:

Assistant State Highway Engineer

11/14/75
Date

FHWA Division Engineer

Date

# BIBLIOGRAPHY

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City of Salem. Interviews with:

Dick Knowles, Chief Planner, May 28, 1975
Ann Mounteer, Senior Planner, June 1975
Al Hampton, Airport and Transit Manager, June 12, 1975
Doug VanDyke, Traffic Section, May 28, 1975

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REGION 2 ENGINEER
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
November 4, 1975

EJ Hall

**FROM:** E. J. Hall
Project Engineer

**TO:** C. O. Fredrickson
Regional Engineer

**SUBJECT:** 25th Street-Lancaster Drive Section
FAU 1560 (Mission St. SE) and
North Santiam Highway
Marion County

Reference is made to your proposal to overbuild instead of cut out, the existing roadway on the subject section between Stations 114-124 (Airport Road Intersection).

We checked this area on the ground today and believe that it could be overbuilt, with the exception of some widening on the Southerly side which was done by maintenence forces to allow for the left turn movement. This widening, along with three or four short areas now breaking up, should be removed and reconstructed to a full depth section.

Clarence Gregg believes that a 7" asphalt concrete overlay will give the section ample strength. This overlay depth is based on a series of Benkel Beam deflection tests taken very recently. Mr. Gregg did however state that the approach roads (Airport Road) would have to be excavated and reconstructed to full depth.

Lyle Watson was not available today, however I discussed this proposed plan of overbuilding with Norm Henry, Project Designer.

Mr. Henry cannot say until he investigates further, how many construction stages could be eliminated by this proposal. Regardless, the overbuild plan would have less interference with traffic and it would be considerably safer to negotitate the work area due to a reduction of vertical edges.

The Special Provisions should require, that any section within the listed stations, that has to be excavated to full depth, be completed to match the grade of the adjoining sections the same day, thus eliminating any vertical edges left overnight.

Also, the alphalt concrete lifts in the overlay only, should not exceed 2" maximum, while the A.C. in the excavated sections could be placed in lifts up to 4" maximum.

Temporary lighting of the intersection could also be eliminated provided as stated above, that all excavated areas be backfilled the same day.

cc: Clarence Gregg

cc Lyle Watson w/ ~~temporary~~ lighting plans
Please consider & implement, if you ~~agree~~ the above recommendation
A Wimer

1 Versteeg
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

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Temporary Illumination Plans to bridge
11/10/75
L.W.

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FORM 81-734-3030

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem
November 4, 1975

**FROM:** E. J. Hall
Project Engineer

**TO:** C. O. Fredrickson
Regional Engineer

**SUBJECT:** 25th Street-Lancaster Drive
Inter. Section
Santiam Highway-Marion County

Reference is made to the meeting in your office Friday, October 31st, regarding temporary lighting for the subject section in the area from Mill Creek to the North Santiam Interchange.

Attached hereto is a drawing of the proposed temporary illumination installation bridge #16247, covering the area listed above.

It was the consensus of opinion of the group that the temporary lights be installed as follows:

Along I-5, temporary lights #s 4, 5, 6, 7, 9, 10 and 11 be added to the existing lighting.

Along the North Santiam Highway it is recommended the Special Provisions provide, that, between Stations 150-168, the contractor will be required to maintain the existing lighting and the existing guardrail in position, until the embankments in this area are constructed to subgrade. At that time, the contractor will install the permanent lighting on the North side, between Stations 150-168, as indicated on drawing #__________or, in lieu thereof, at no additional cost to the State, install and remove, when no longer required, temporary lights #s 12, 13, 14, 15, 16 and 17.

Also, along the North Santiam Highway, temporary light #19 is to be installed as shown and to remain in position as long as the existing gore signing remains in effect. Temporary lights #s 20 and 22 to be omitted completely.

cc. Lyle Watson ✓ w/above described copy drawing 16247 (2 copies)

Please make the necessary coordination for implementing above recommendation

S Wemer

1 Verstoeg ✓
A. Olson
2 Turpin T
Scott
3 Swenson
R. Olson
Trout

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Other ______

Temporary Illumination Plans to Bridge 11/10/75
S.W.

Form E-39 (Rev. 9-71)

FAUS

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section 25th St. - Airport Rd. (Salem)

Highway Mission St. (FAU 2009) City Street

County Marion

Date October 31, 1975, 19

Authorization No. 2

Survey Prefix 324-1963 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is 0.24 mi. west of the intersection of Airport Road and North Santiam Hwy. No. 162. The easterly terminus is 0.07 mi. west of the intersection.

Length: 0.17 mile

Prepare plans, specifications, and cost estimates for widening the existing 2-lane road to 4-lanes.

Purpose of survey:

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 1,000 |
| Plans | 905 | 3,400 |
| R/W | 909 | 500 |
| Landscape | 912 | 2,500 |
| Utility | 914 | 500 |
| Office Engr. | 920 | 100 |
| Specifications | 921 | 500 |
| Environmental | 923 | 550 |
| Planning | 924 | 100 |
| Seminars | 950 | 50 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 9,150 |
| Previous authorization | 5,000 |
| Additional authorization requested | 4,150 |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:
W. H. Rebeau for
Location Engineer

Approved:
Assistant State Highway Engineer

SP-23009-73

RECEIVED
COUNTY & CITY SECTION
NOV 5 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

**OREGON STATE HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 30, 1975

District Engineer, Portland District
Corps of Engineers
P. O. Box 2946
Portland OR 97208

Attention: Mr. John K. Payne

Dear Sir:

Re: 25th Street-Lancaster Drive Interchange
North Santiam Highway
Marion County

We are applying for a permit to excavate in a streambed for work included in the subject project. Details of the work involved are shown on the plans which accompany the enclosed permit application. The watercourse involved is Mill Creek, a tributary of the Willamette River.

Bids are scheduled to be opened on December 18, 1975. We are required to advertise for bids 30 days before that date. Your earliest decision would be appreciated.

Very truly yours,

Victor D. Wolfe
Location Engineer

OCT 31 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Enc.

WAE:mc

bc E. S. Hunter (w/att)

## APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

| | | |
|---|---|---|
| 1. Application number (To be assigned by Corps). | 2. Date.<br>Day Mo. Yr. | 3. For official use only. |

4. Name and address of applicant.

Oregon Department of Transportation
Highway Division
State Highway Building
Salem OR 97310

Telephone number ______ Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Victor D. Wolfe
Location Engineer
212 State Highway Building
Salem OR 97310

Telephone Number 378-6883

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance. 25th Street-Lancaster Drive Interchange Section, North Santiam Highway

Widening of existing highway bridge. Construction will require a maximum of 475 Cu. Yds. of excavation in the streambed in order to construct the support footings. A maximum of 200 Cu. Yds. of riprap will be required to protect the slopes under the ends of the bridge and to backfill around the footings.

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

| Downstream (1300') | Upstream |
|---|---|
| Oregon State Highway Division<br>State Highway Building<br>Salem OR 97310 | City of Salem<br>City Hall<br>Salem OR 97301 |

9. Location where proposed activity exists or will occur.

Sec. 36 Twp 7S Rge 3W (Where applicable)

| | | | |
|---|---|---|---|
| Oregon | Marion | Salem | |
| State | County | In - City or Town | Near - City or Town |

10. Name of waterway at location of the activity. Mill Creek

ENG FORM 1 APR 74 4345 REPLACES ENG FORMS 4345 AND 4345–1 (PART A), MAY 71 AND 4345–1 (PART B), JUN 71, WHICH ARE OBSOLETE.

(ER 1145–2–303)
(EP 1145–2–1)

11. Date activity is proposed to commence. December 1975

Date activity is expected to be completed. December 1977

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed ______________________. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

| Issuing Agency | Type Approval | Identification No. | Date of Application | Date of Approval |
|---|---|---|---|---|
| Division of State Lands | Removal/fills | 1816 | 11/5/74 | 12/4/74 |

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

124-1968 162

REGION ENGINEER
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CITY
OF SALEM
OREGON

October 29, 1975

Mr. C.O. Fredrickson
Region #2 Engineer
2960 State Street
Salem, Oregon 97301

Re: Contract "25th St. S.E. - Lancaster Drive Interchange Sec."

Dear Mr. Fredrickson:

Within the above project at Station 180+00, the City of Salem Utilities Department has a 48" water transmission line crossing the Santiam Highway. The line then proceeds westerly and northerly to State Street, approximately 10' inside your right-of-way. Our construction plans for this water line are in the hands of Mr. Norm Henry of the O.S.H.D. design section so that the line will appear on your contract documents.

We would like to make two requests in order to protect this line from possible construction damage. First, that an item be put in your contract to construct a concrete slab 250' long above the pipe where it will be under the new fill (see typical cross-section enclosed.) This would be billed to Utilities Department, Work Order #32427. Mr. Jim Valentine, of your Department, is familiar with the details of this project.

Second, we request that the contractor be prohibited from operating equipment within a 20' strip of land adjoining the northeasterly right-of-way of the I-5 on-ramp, from the end of the proposed slab to the end of on-ramp leg of the project. In discussion with Mr. Ed Hall, Project Engineer, we felt that since this area is well outside the construction area, it wouldn't create a hardship on the contractor. As an alternate to this we request that the water line be indicated on your construction plans and perhaps a note advising the contractor not to operate equipment in the area.

If you have any questions or comments, please contact me at 588-6086.

1 Versteeg ✓
A. Olson
1 Copy Terpin
Scott
2 Swenson
R. Olson
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ROAD DESIGN SECTION

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Other

Very truly yours,

DEPARTMENT OF UTILITIES

GEORGE HALL
WATER DIVISION ENGINEER

GH/ms

cc: Jim Valentine, Region Utility Engineer
Ed Hall, Project Engineer

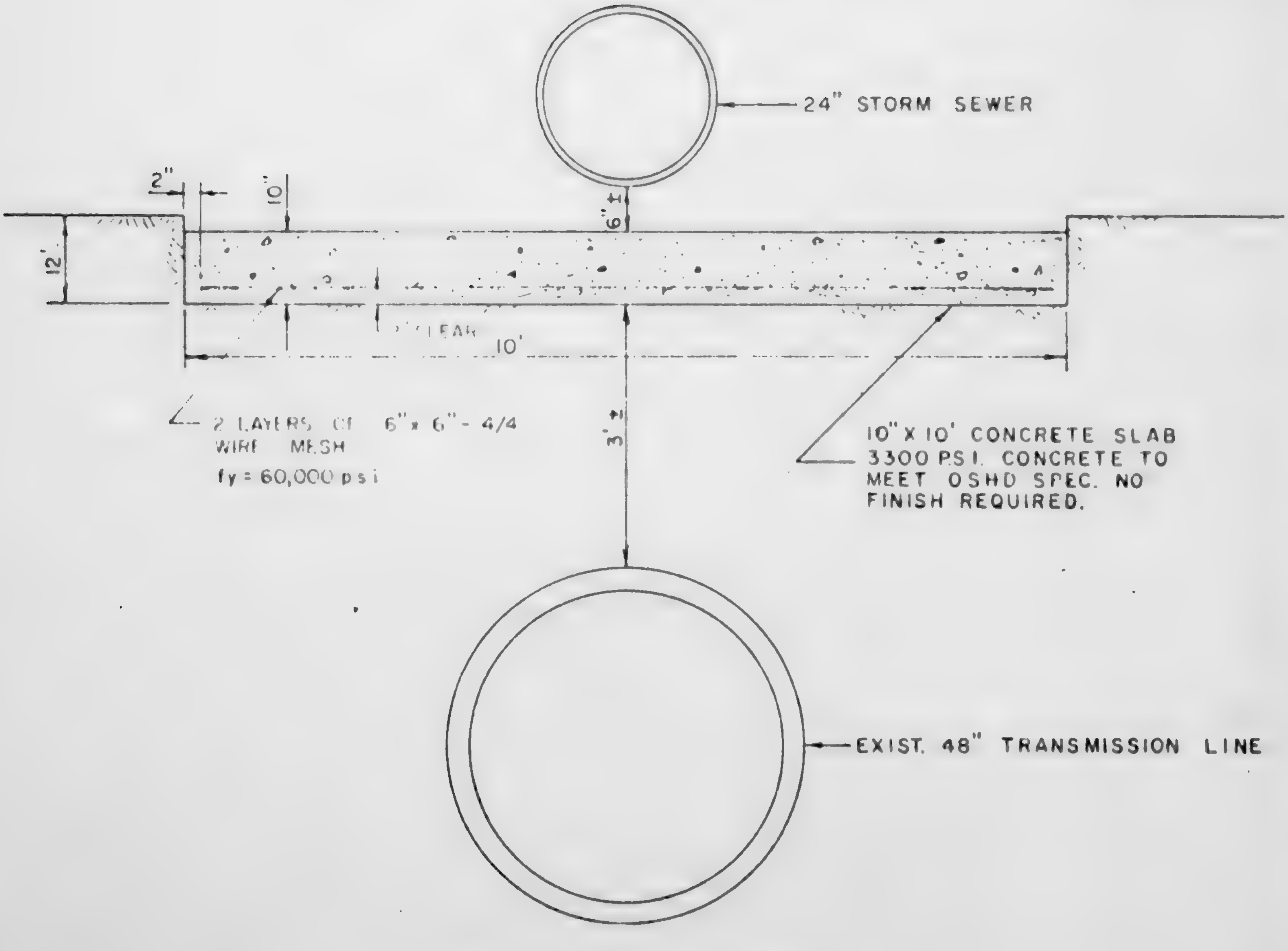
NOTED
J. M. CARTWRIGHT

xc: J.H. Versteeg
Lyle Watson

W.O. 32427
CITY OF SALE
UTILITIES

# LANCASTER, SANTIAM PIPE PROTECTION

FOR FIELD LOCATION CONTACT CITY OF SALEM UTILITIES DEPT. @ 588-60



24" STORM SEWER
2"
10'
6" ±
12'
CLEAR
10'
2 LAYERS OF 6" x 6" - 4/4
WIRE MESH
fy = 60,000 psi
3' ±
10" X 10' CONCRETE SLAB
3300 PSI. CONCRETE TO
MEET OSHD SPEC. NO
FINISH REQUIRED.
EXIST. 48" TRANSMISSION LINE

TYPICAL SECTION
SCALE: 1" = 2'

162

Salem, Oregon
October 24, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

48" Water Main
25th-Lancaster Section
City of Salem

C. G. Swenson
Lyle Watson

Ed Hall advises that he is meeting with the City of Salem this AM to discuss the 48" water main. The City will be transmitting data on the 48" water main which should be included in the contract plans and specifications.

JHV:jh
cc: Ed Hall
Jack Cartwright

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1975

FILE:

FROM: Lyle K. Watson
Design Team Supervisor

Lyle K. Watson

TO: MEMO TO THE FILES

SUBJECT: 25th Street-Lancaster Drive Section
FAU 1560 (Mission St. SE) and
North Santiam Highway
Marion County

A recommendation from Region II to delete the digging out at bridge ends, on the named section, was received by phone from Ed Hall, Resident Engineer.

? → Reinforced panels at bridge ends are being included in the contract plans, which they believe will take care of any minor settlement that has occurred.

The plans will be revised to the Region's recommendation.

LKW:we
cc: E. S. Hunter
C. O. Fredrickson
L. L. Wallace
E. J. Hall
C. G. Swenson

10-17-75
Impact panels on existing structures have been eliminated by Bridge Dept. L.W.

**REFERRED TO**

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Cole
Eriksen
Hager
Reed
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[✓ Watson] W
Wolfe
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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
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CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

October 8, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed are three certified copies of City of Salem Resolution No. 75-234 authorizing an agreement between the City of Salem and the State of Oregon relative to installation of a traffic signal on Lancaster Dr., NE at the eastbound ramp of North Santiam Highway.

This resolution was adopted by the Council at its meeting held October 6th.

Very truly yours,

Betty J. Marsh

Betty J. Marsh
City Recorder

Enclosures 3

cc: Traffic Engineer Van Dyke

ORIGINAL TO w/3 enc.
George - TAA
10-10-75

NOTED
R. L. SCHROEDER

RECEIVED
OCT 10 1975

RECEIVED
STATE HWY ENGR
OCT 10 '75
REFER TO

FOR

| Info | Inves | R&D | D R | Sig | Sub | File |
|---|---|---|---|---|---|---|
| | | | | | | |

# CERTIFICATION

STATE OF OREGON )
COUNTY OF MARION ) ss
CITY OF SALEM )

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached photocopy of City of Salem Resolution No.75-234 , adopted by the City Council on October 6, 1975 has been prepared by me, compared with the original thereof and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 8th day of October, 1975.

Betty J. Marsh
City Recorder

RECEIVED
STATE HWY ENGR
OCT 10 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RESOLUTION NO. 75 234

WHEREAS, the Oregon State Highway Division requests the City to enter into an agreement to install traffic signals on Lancaster Drive at the eastbound off-ramp of the North Santiam Highway, Route 22; and

WHEREAS, the director of public works recommends the installation of such signal in conjunction with the Mission Street - Santiam Highway widening project to be commenced in the early part of 1976; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the agreement with the State of Oregon, by and through its Transportation Commission, relative to the installation of a traffic signal on Lancaster Drive at the eastbound off-ramp of the North Santiam Highway is hereby approved and the mayor and recorder are authorized to execute same on behalf of the City.

ADOPTED by the Common Council this 6th day of October, 1975.

ATTEST:

/s/ Betty J. Marsh
CITY RECORDER

838

DO NOT REMOVE CARBONS

Form Approved. O.M.B. No. 004-R0001

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

## NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

**1. NATURE OF STRUCTURE** (*Complete both A and B below*)

A. (*Check one*) ☒ NEW CONSTRUCTION ☐ ALTERATION

B. (*Check one*) ☒ PERMANENT ☐ TEMPORARY (*State length of time*) ________ *Mos*

**2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC PROPOSING THE CONSTRUCTION OR ALTERATION** (*Number, Street, City, State and Zip Code*)

TO
Oregon Department of Transportation
Highway Division
Road Design Section
Salem, Oregon 97310

**FOR FAA USE ONLY**

AERONAUTICAL STUDY NO.
75-NW-156-OE

FAA will either return this form or issue a separate acknowledgement.

A. The proposed structure:

☐ Does not require a notice to FAA.

☒ Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation.

☐ Should be obstruction ☐ marked ☐ lighted per FAA Advisory Circular 70/7460-1, Chapter(s) ________

☒ Obstruction marking and lighting are not necessary.

☐ Requires supplemental notice. Use FAA form enclosed.

B. FCC was ☐ was not ☒ advised.

REMARKS:

ISSUING OFFICE: N.W. Reg

REVIEWING OFFICER: Frank Stroge

DATE: 10/16/75

**3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE**

The installation of metal poles for roadway illumination (as shown of attached drawing) which are included in the widening and resurfacing contract of Mission St. and the North Santiam Highway from S.E. 25th. St. to Lancaster Dr.

**4. LOCATION OF STRUCTURE**

A. COORDINATES (*To nearest second*)

| LATITUDE ° | ' | " | LONGITUDE ° | ' | " |
|---|---|---|---|---|---|
| 44 | 55 | 14 | 123 | 00 | 08 |

B. NEAREST CITY OR TOWN, AND STATE: Salem, Oregon

(1) DISTANCE FROM 4B: within city limits MILES

(2) DIRECTION FROM 4B: Easterly of CBD

C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE: McNary Field

(1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY: 660 ft.

(2) DIRECTION FROM AIRPORT: North

D. *DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC.* (*Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.*)

The intersection vicinity of Mission St., No. Santiam Hwy. and Airport Road.

**5. HEIGHT AND ELEVATION** (*Complete A, B and C to the nearest foot*)

| | |
|---|---|
| A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL | 191 |
| B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (*if any*) ABOVE GROUND, OR WATER IF SO SITUATED | 33 ft. |
| C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (*A + B*) | 224 |

**6. WORK SCHEDULE DATES**

A. WILL START: Approx. October 1975

B. WILL COMPLETE: Approx. October 1976

**7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING**

| | YES | NO |
|---|---|---|
| A. MARKED | | X |
| B. AVIATION RED OBSTRUCTION LIGHTS | | X |
| C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS | | X |
| D. DUAL LIGHTING SYSTEM | | X |

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

8. NAME AND TITLE OF PERSON FILING THIS NOTICE (*Type or Print*)
A. D. Olson
Preliminary Design Engineer

9. SIGNATURE (*In ink*) A. D. Olson

10. DATE OF SIGNATURE: July 15, '75

11. TELEPHONE NO. (*Precede with area code*): 503-378-6558

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

FAA Form 7460-1 (11-72) SUPERSEDES PREVIOUS EDITION

DO NOT REMOVE CARBONS

Sheet 1 of 2
DATE MARCH 1975

CITY
OF SALEM,
OREGON

September 23, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed is a certified copy of City of Salem Resolution No. 75-230, directing the City to proceed with the improvement of Mission Street, from a point 650 feet East of 25th Street to a point 400 feet West of Airport Road, S.E. and calling for bids.

This resolution was adopted by the Council at its meeting held on September 22, 1975.

Yours very truly,

Patricia Wolfe
(Mrs.) Patricia Wolfe
Deputy City Recorder

Enc. 1

RECEIVED
STATE HWY ENGR
SEP 25 '75
REFER TO
Head
FOR
Info | Inves | R/D | D/K | Sign | Act | File

acknowledge

E.S.H

RECEIVED
SEP 26 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cy - Rubin
Finalize agreement if needed.
9-25-75

NOTED
HEAD

# CERTIFICATION

STATE OF OREGON )
COUNTY OF MARION ) ss
CITY OF SALEM )

I, Patricia Wolfe, hereby certify that I am the duly appointed, qualified and acting Deputy Recorder of the City of Salem, Oregon, and I further certify that the attached copy of Resolution No. 75-230, passed by the Common Council on the 22nd day of September, 1975, has been prepared by me, compared with the original thereof, and is a true and correct copy of the original and of the whole thereof.

WITNESS my hand and the seal of the City of Salem, Oregon, this 23rd day of September, 1975.

Patricia Wolfe
Deputy City Recorder

RESOLUTION NO.

75 220

WHEREAS, on the 25th day of August, 1975 the Common Council adopted Resolution No. 75-198 approving revised plans, specifications and estimates for the improvement of MISSION STREET from 650 feet east of 25th Street to 400 feet west of Airport Road, City of Salem, Oregon, and declaring the purpose and intention of the council to improve such street in accordance with said revised plans, and providing for a public hearing of any objections to the proposed improvement; and the Common Council set the time of the hearing for September 22, 1975; and

WHEREAS, it appears to the Common Council that due and legal notice of the hearing was given by publication in a newspaper of general circulation in the City of Salem, Oregon for two successive weeks, and the hearing was held before the Council on the said 22nd day of September, 1975 and all persons desiring to be heard in connection with the proposed improvement did appear and were heard; and

WHEREAS, it appears that said portion of Mission Street is unsafe and dangerous to persons and vehicles passing on, along and over the same, and that in order to facilitate the traffic into, from and through the City of Salem, it is necessary that the said portion of said street be improved; that all objections made to the proposed improvement have been considered by the Council and after due deliberation the Council finds that such objections are not well taken, and are over-ruled, and the Council finds that the making of such improvement will directly benefit all the property liable for the cost thereof; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the proposed improvement of Mission Street will be of particular and direct benefit to the property abutting upon and adjacent to said Mission Street and liable under the charter for making the improvement; and

BE IT FURTHER RESOLVED, that the improvement referred to in said Resolution No. 75-198, namely, the improvement of Mission Street, shall be made as provided for in the plans and specifications aforesaid by joining with the State Highway Commission in the awarding of a contract for same after competitive bidding, and that the city recorder shall, by notice published in a daily newspaper in the City of Salem, Oregon invite bids for the making of the above improvement, all as provided by the charter of the City of Salem; that said improvement shall be laid at the expense of the abutting and adjacent property, especially and directly benefited by the making of such improvement, save and except that portion of the improvement paid for by the State Highway Commission and the federal government and except the street and alley intersections, the expense of which will be assumed by the City of Salem.

ADOPTED by the Common Council this 22nd day of September, 1975.

ATTEST:

Patricia Wolfe

Deputy CITY RECORDER

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 18, 1975

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Sign Study Plan Revision
25th St. S.E.-Lancaster Dr.
Int. Section
N. Santiam Highway

An error was made in the layout of the guide sign in the southwest quadrant of the Airport Road intersection on the above named project.

Will you please reverse the legend layout of the sign as shown on the attached print so the sign will meet the requirements of the manual.

for L. E. George
Traffic Engineer

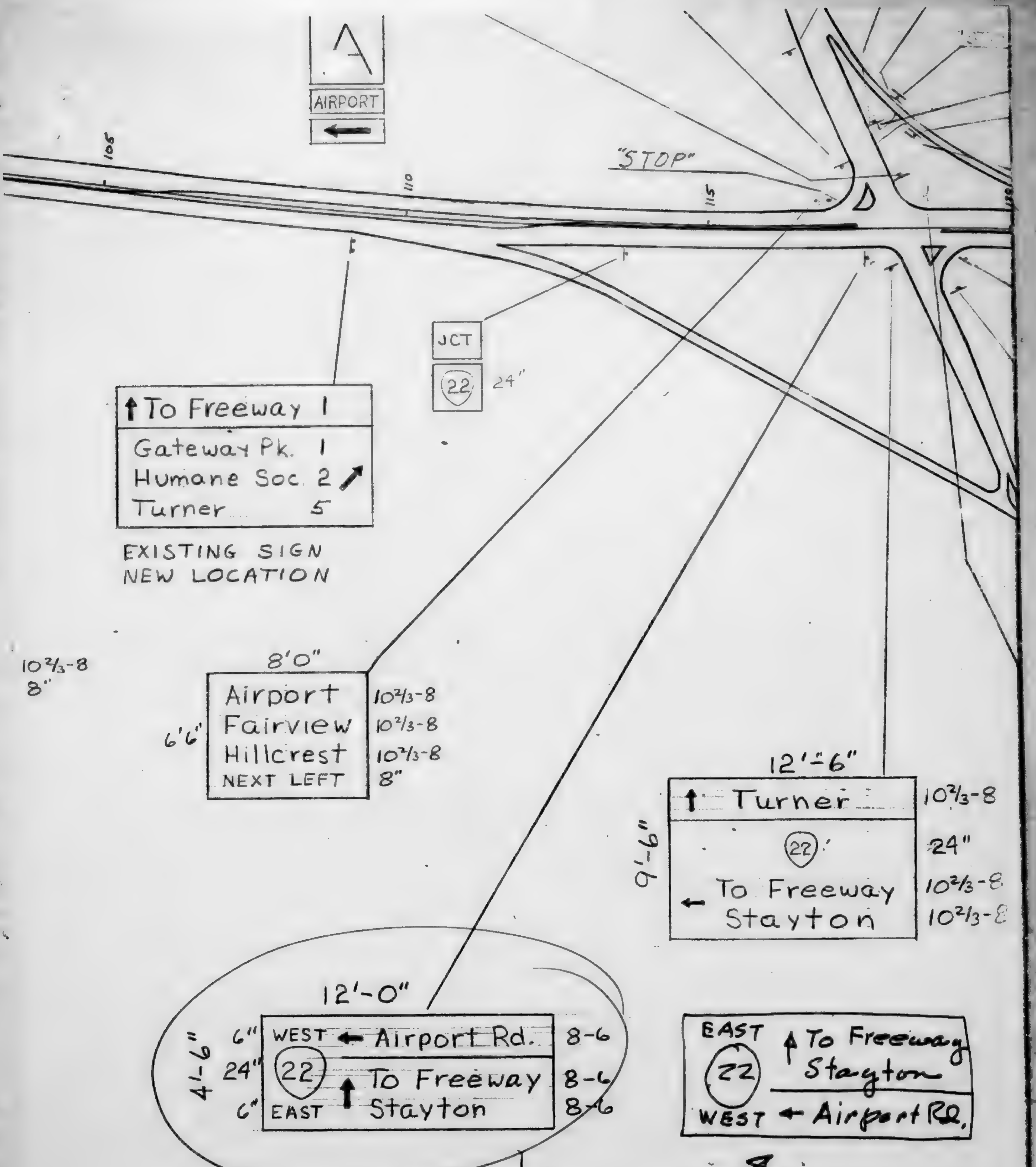
ELS:rj
Attachment
cc: C. O. Fredrickson

**REFERRED TO**
2 Board WGB ____ Reed ____
____ Cole ____ 1 Semple 2 ____
____ Eriksen ____ ____ Watson ____
____ Hager ____ ____ Wolfe ____
Return Discuss Do File Copy Due ____
**BY FINAL DESIGN ENGINEER**

RECEIVED
SEP 19 1975
ROAD DESIGN SECTION

____ Versteeg ____
____ A. Olson ____
1 Tappin T ____
____ [illegible] ____
____ Swenson ____
____ R. Olson ____
____ Trout ____

[illegible] Approval
Receiver Keep
Do not File
Return To
Bring Up
Other


A
AIRPORT
105
110
115
"STOP"
JCT
22
24"
↑To Freeway 1
Gateway Pk. 1
Humane Soc. 2 ↗
Turner 5
EXISTING SIGN
NEW LOCATION
10⅔-8
8"
8'0"
6'6"
Airport 10⅔-8
Fairview 10⅔-8
Hillcrest 10⅔-8
NEXT LEFT 8"
12'-6"
9'-6"
↑ Turner 10⅔-8
22 24"
← To Freeway 10⅔-8
Stayton 10⅔-8
12'-0"
4'-6"
6" WEST ← Airport Rd. 8-6
24" 22 ↑ To Freeway 8-6
6" EAST Stayton 8-6
EAST 22 ↑ To Freeway Stayton
WEST ← Airport Rd.

[illegible] FAU Portion OF 5th-Lancaster

[illegible]

ADDED COST OF PROJECT SINCE 9-15-75 ESTIMATE.

7-6-76

RELAYED the above info to Ralph Lambert.

GEZ.

# S U M M A R Y

| ITEM | UNIT | QUANTITY | SEGREGATION OF QUANTITIES | | URBAN SYSTEM | SEPT 15 75 |
|---|---|---|---|---|---|---|
| | | | M-1560(1) STA 104+80 To STA 117+00 | US-265(14) STA 117+00 To STA 189+50 | | |
| Mobilization | All | All | 5% | 95% | × 227,000 = 11,350 | 15,500 |
| Temporary Protection And Direction Of Traffic | All | All | 1% | 99% | × [illegible] = 350 | 1,425 |
| Temporary Signs | Sq Ft | 800 | 155 | 645 | × 6.50 = 1,007.50 | 1,045 |
| Temporary Concrete Barrier (Reflectorized) | Lin. Ft | 1,575 | - | 1575 | | |
| Moving Temporary Concrete Barrier | Lin Ft | 925 | - | 925 | | |
| Temporary Traffic Signal Installation | All | All | - | 100% | | |
| Temporary Barricades | Each | 4 | 2 | 2 | × 80 = 160 | 0 |
| Temporary Illumination | All | All | - | 100% | | |
| Flagmen | Hour | 2500 | 160 | 2340 | × 15.00 = 2,400 | 1,610 |
| **ROADWORK** | | | | | | |
| Clearing And Grubbing | All | All | 2% | 98% | × 6,000 = 120 | 500 |
| Removal Of Structures And Obstructions | All | All | 2% | 98% | × 8,000 = 160 | 4,000 |
| Ditch Excavation | Cu Yd | 3280 | 75 | 3,205 | × 4.00 = 300 | 0 |
| Embankment In Place | Cu Yd | 118,550 | 1,300 | 117,250 | × 1.80 = 2,340 | 1,500 |
| Trench Excavation | Cu Yd | 3,190 | 2,005 | 1,185* | × 6.00 = 12,030 | 14,000 |
| Finishing Roadbed And Slopes | All | All | 10% | 90% | × 15,000 = 1,500 | 2,000 |
| Furnishing And Placing Topsoil | Cu Yd | 6,000 | 175 | 5,825 | × 6.00 = 1,050 | 450 |
| Watering | M-Gal | 1,330 | 30 | 1,300 | × 5.00 = 150 | 100 |
| Aggregate Shoulders | Ton | 8,900 | 300 | 8,600 | × 2.75 = 825 | 127.50 |
| 30-inch Culvert Pipe | Lin Ft | 54 | - | 54 | | |
| 48-inch Arch Type Pipe | Lin Ft | 124 | - | 124 | | |
| Class "B" Or Class "C" Asphalt Concrete Mixture | Ton | 55,500 | 6,000 | 49,500 | × 8.50 = 51,000 | 37,625 |
| Class "C" Mod Asphalt Concrete Mixture | Ton | 9,000 | 1,140 | 7,860 | × 9.50 = 10,830 | 0 |
| Asphalt Cement In Mixture | Ton | 4,250 | 470 | 3,780 | × 70.00 = 32,900 | 23,800 |
| Portland Cement Additive In Class "C" Mod Mixture | Ton | 90 | 11 | 79 | × 60.00 = 660 | 0 |
| Asphalt In Tack Coat | Ton | 27 | 3 | 24 | × 125.00 = 375 | 130 |
| Concrete Protective Slab | Sq. Yd. | 278 | | 278* | * Non-participating | |
| 12-inch Culvert Pipe | Lin. Ft. | 62 | - | 62 | 95,765 | 61,555 |
| 18-inch Culvert Pipe | Lin. Ft | 44 | 44 | - | × 6.50 = 286 | |
| 24-inch Culvert Pipe | Lin Ft | 86 | - | 86 | | 10,500 |
| 48-inch Culvert Pipe | Lin Ft | 172 | - | 172 | | Lime 72,055 |
| 18-inch Arch Type Pipe | Lin Ft | 40 | - | 40 | | |
| 8-inch Sewer Pipe | Lin Ft. | 684 | 18 | 666 | × 4.50 = 81 | 117 |
| 12-inch Sewer Pipe | Lin. Ft. | 598 | 386 | 212 | × 7.50 = 2,895 | 1,692 |
| 18-inch Sewer Pipe | Lin. Ft | 76 | - | 76 | | |
| 24-inch Sewer Pipe | Lin Ft | 492 | - | 492 | | |
| 60-inch Sewer Pipe | Lin. Ft | 94 | 94 | - | × 90.00 = 8,460 | 6,400 |
| 66-inch Sewer Pipe | Lin. Ft | 430 | 430 | - | × 90.00 = 38,700 | 35,700 |
| Extra For Pipe Under Pavement | Lin Ft | 240 | 28 | 212 | × 15.00 = 420 | |
| Bedding Material | Cu Yd | 510 | 338 | 172 | × 8.00 = ~~3,124~~ [illegible] | 1,938 |
| Concrete Manholes | Each | 1 | - | 1 | | |
| Special Manholes | Each | 2 | 2 | - | × 3,000.00 = 6,000 | 5,000 |
| Concrete Inlets, Type G-1 | Each | 14 | - | 14 | | |
| Concrete Inlets, Type G-2 | Each | 3 | - | 3 | | |
| Concrete Inlets, Type G-2MA | Each | 2 | - | 2 | | |
| Concrete Inlets, Type M-E | Each | 2 | - | 2 | | |
| Concrete Inlets, Type M-O | Each | 1 | - | 1 | | |
| Concrete Inlets, Type 2 | Each | 8 | 8 | - | × 300.00 = 2,400 | 2175 |
| Guard Rail, Type 2A | Lin Ft. | 3338 | - | 3338 | | |
| Guard Rail, Type 3 | Lin Ft | 125 | - | 125 | | |
| Metal Median Barrier Connection | Lin Ft | 130 | - | 130 | | |
| Guard Rail Anchors, Type 1 | Each | 10 | - | 10 | | |
| Guard Rail Anchors, Type 2 | Each | 5 | - | 5 | | |
| Extra For Guard Rail Bridge Connections | Each | 5 | - | 5 | | |
| Rail End Pieces, Type A | Each | 6 | - | 6 | | |
| Rail End Pieces, Type C | Each | 10 | - | 10 | | |
| Type 2 Fence | Lin Ft | 1,300 | - | 1,300 | | |
| Concrete Walks | Sq. Yd. | 720 | 720 | - | × 7.00 = 5,040 | 5000 |
| Concrete Curbs | Cu Yd | 125 | 125 | - | × 80.00 = 10,000 | 8,245 |
| Concrete Islands | Cu Yd | 60 | - | 60 | | |
| Extra For Asphalt Walks | Sq Yd. | 120 | - | 120 | | |
| Extra For Asphalt Approaches | Each | 4 | 1 | 3 | × 150.00 = 150 | 100 |
| Extra For Asphalt Gutter Outlets | Each | 1 | - | 1 | | |
| Concrete Barrier, Standard | Lin Ft | 450 | - | 450 | | |
| Concrete Barrier, Nonstandard | Lin. Ft | 500 | - | 500 | | |
| Paved Culvert End Slopes | Sq Ft | 584 | - | 584 | | |
| Reinstall Paved End Slope | All | All | 100% | - | × 1,000.00 = 1,000 | |
| Drainage Curbs | Lin Ft | 2,550 | - | 2,550 | | |
| Loose Riprap, Class 100 | Cu Yd | 160 | 10 | 150 | × 20.00 = 200 | |
| Filter Blanket | Cu Yd | 55 | - | 55 | | |
| Delineators | Each | 165 | - | 165 | | |
| Roadside Seeding And Mulching | Acre | 9 | 1 | 8 | × 430.00 = 430 | 225 |
| Rail End Pieces, Type C Modified | Each | 1 | - | 1 | | |
| Guard Rail, Type 2A Modified | Lin Ft | 100 | - | 100 | | |
| **STRUCTURES**<br>**BRIDGE # 7749A** | | | | | | |
| Bridge Removal Work | All | All | - | 100% | | |
| Shoring, Cribbing, Etc | All | All | - | 100% | | |
| Structure Excavation | Cu. Yd | 770 | - | 770 | | |
| Structure Excavation Below Elevations Shown | Cu. Yd | 70 | - | 70 | | |
| Furnish Pile Driving Equipment | All | All | - | 100% | | |
| Furnish HP10×42 Steel Piling | Lin. Ft | 820 | - | 820 | | |
| Drive Steel Piles | Lin. Ft | 820 | - | 820 | | |
| Structural Concrete | All | | | 100% | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Finishing Roadbed And Slopes | Cu Yd | 3,140 | 2,005 | 1,185* | × 6.00 = | 12,030 | 1,500 |
| Furnishing And Placing Topsoil | All | All | 10% | 90% | × 15,000 = | 1,500 | 1,000 |
| Watering | Cu. Yd | 6,000 | 175 | 5,825 | × 6.00 = | 1,050 | 2,000 |
| Aggregate Shoulders | M-Gal | 1,330 | 30 | 1,300 | × 5.00 = | 150 | 450 |
| 30-inch Culvert Pipe | Ton | 8,900 | 300 | 8,600 | × 2.75 = | 825 | 100 |
| 48-inch Arch Type Pipe | Lin Ft | 54 | - | 54 | | | 127.50 |
| Class "B" Or Class "C" Asphalt Concrete Mixture | Lin Ft | 124 | - | 124 | | | |
| Class "C" Mod Asphalt Concrete Mixture | Ton | 55,500 | 6,000 | 49,500 | × 8.50 = | 51,000 | 37,625 |
| Asphalt Cement In Mixture | Ton | 9,000 | 1,140 | 7,860 | × 9.50 = | 10,830 | 0 |
| Portland Cement Additive In Class "C" Mod Mixture | Ton | 4,250 | 470 | 3,780 | × 70.00 = | 32,900 | 23,800 |
| Asphalt In Tack Coat | Ton | 90 | 11 | 79 | × 60.00 = | 660 | 0 |
| Concrete Protective Slab | Ton | 27 | 3 | 24 | × 125.00 - | 375 | 130 |
| 12-inch Culvert Pipe | Sq. Yd. | 278 | | 278* | * Non-participating | 95,765 | 61,555 |
| 18-inch Culvert Pipe | Lin. Ft | 62 | - | 62 | | | |
| 24-inch Culvert Pipe | Lin. Ft | 44 | 44 | - | × 6.50 = | 286 | 10,500 |
| 48-inch Culvert Pipe | Lin Ft | 86 | - | 86 | | | Limit 72,055 |
| 8-inch Arch Type Pipe | Lin. Ft | 172 | - | 172 | | | |
| 8-inch Sewer Pipe | Lin. Ft | 40 | - | 40 | | | |
| 12-inch Sewer Pipe | Lin. Ft | 684 | 18 | 666 | × 4.50 = | 81 | 117 |
| 8-inch Sewer Pipe | Lin. Ft | 598 | 386 | 212 | × 7.50 = | 2,895 | 1,692 |
| 24-inch Sewer Pipe | Lin. Ft | 76 | - | 76 | | | |
| 60-inch Sewer Pipe | Lin Ft | 492 | - | 492 | | | |
| 66-inch Sewer Pipe | Lin. Ft | 94 | 94 | - | × 90.00 = | 8,460 | 6,400 |
| Extra For Pipe Under Pavement | Lin. Ft | 430 | 430 | | × 90.00 = | 38,700 | 35,700 |
| Bedding Material | Lin Ft | 240 | 28 | 212 | × 15.00 = | 420 | |
| Concrete Manholes | Cu Yd | 510 | 338 | 172 | × 8.00 = | ~~3,124~~ [illegible] | 1,938 |
| Special Manholes | Each | 1 | - | 1 | | | |
| Concrete Inlets, Type G-1 | Each | 2 | 2 | - | × 3,000.00 = | 6,000 | 5,000 |
| Concrete Inlets, Type G-2 | Each | 14 | - | 14 | | | |
| Concrete Inlets, Type G-2MA | Each | 3 | - | 3 | | | |
| Concrete Inlets, Type M E | Each | 2 | - | 2 | | | |
| Concrete Inlets, Type M-0 | Each | 2 | - | 2 | | | |
| Concrete Inlets, Type 2 | Each | 1 | - | 1 | | | |
| Guard Rail, Type 2A | Each | 8 | 8 | - | × 300.00 = | 2,400 | 2175 |
| Guard Rail, Type 3 | Lin. Ft. | 3338 | - | 3338 | | | |
| Metal Median Barrier Connection | Lin Ft | 125 | - | 125 | | | |
| Guard Rail Anchors, Type 1 | Lin Ft | 130 | - | 130 | | | |
| Guard Rail Anchors, Type 2 | Each | 10 | - | 10 | | | |
| Extra For Guard Rail Bridge Connections | Each | 5 | - | 5 | | | |
| Rail End Pieces, Type A | Each | 5 | - | 5 | | | |
| Rail End Pieces, Type C | Each | 6 | - | 6 | | | |
| Type 2 Fence | Each | 10 | - | 10 | | | |
| Concrete Walks | Lin Ft | 1,300 | - | 1,300 | | | |
| Concrete Curbs | Sq. Yd | 720 | 720 | - | × 7.00 = | 5,040 | 5000 |
| Concrete Islands | Cu. Yd | 125 | 125 | - | × 80.00 = | 10,000 | 8,245 |
| Extra For Asphalt Walks | Cu Yd | 60 | - | 60 | | | |
| Extra For Asphalt Approaches | Sq Yd. | 120 | - | 120 | | | |
| Extra For Asphalt Gutter Outlets | Each | 4 | 1 | 3 | × 150.00 = | 150 | 100 |
| Concrete Barrier, Standard | Each | 1 | - | 1 | | | |
| Concrete Barrier, Nonstandard | Lin Ft | 450 | - | 450 | | | |
| Paved Culvert End Slopes | Lin. Ft | 500 | - | 500 | | | |
| Reinstall Paved End Slope | Sq Ft | 584 | - | 584 | | | |
| Drainage Curbs | All | All | 100% | - | × 1,000.00 = | 1,000 | |
| Loose Riprap, Class 100 | Lin Ft | 2,550 | - | 2550 | | | |
| Filter Blanket | Cu Yd | 160 | 10 | 150 | × 20.00 = | 200 | |
| Delineators | Cu Yd | 55 | - | 55 | | | |
| Roadside Seeding And Mulching | Each | 165 | - | 165 | | | |
| Rail End Pieces, Type C Modified | Acre | 9 | 1 | 8 | × 430.00 = | 430 | 225 |
| Guard Rail, Type 2A Modified | Each | 1 | - | 1 | | | |
| | Lin Ft | 100 | - | 100 | | | |

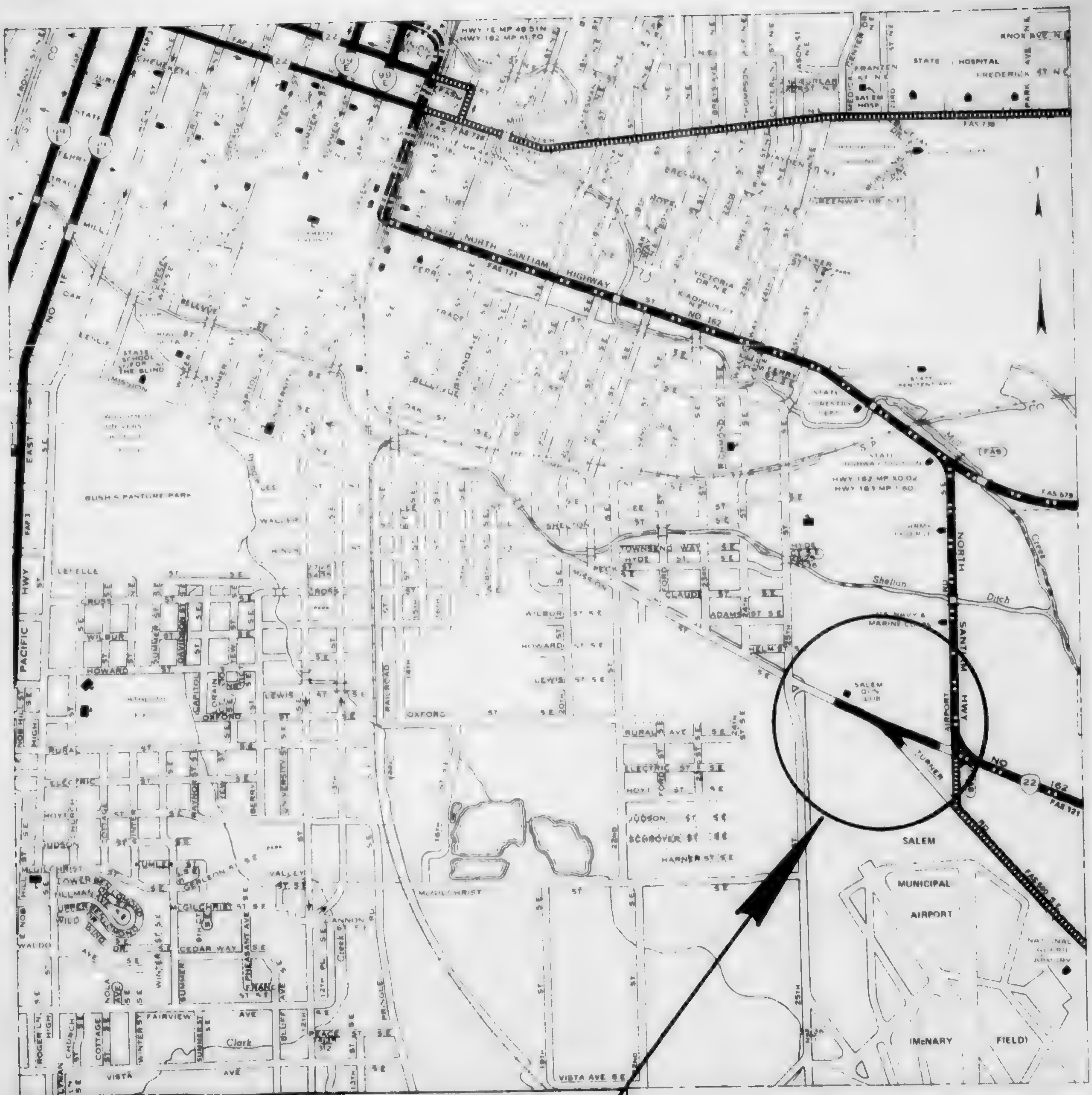
## STRUCTURES

### BRIDGE # 7749A

| | | | | |
|---|---|---|---|---|
| Bridge Removal Work | All | All | - | 100% |
| Shoring, Cribbing, Etc | All | All | - | 100% |
| Structure Excavation | Cu. Yd | 770 | - | 770 |
| Structure Excavation Below Elevations Shown | Cu. Yd | 70 | - | 70 |
| Furnish Pile Driving Equipment | All | All | - | 100% |
| Furnish HP10×42 Steel Piling | Lin Ft | 820 | - | 820 |
| Drive Steel Piles | Lin. Ft | 820 | - | 820 |
| Structural Concrete | All | All | - | 100% |
| 4'×40'/45' Prestressed Slabs | Each | 28 | - | 28 |
| 1'×50'/55' Prestressed Slabs | Each | 28 | - | 28 |
| Reinforcement | All | All | - | 100% |
| Reinforced Concrete Bridge End Panels | Sq Yd | 306 | - | 306 |
| Concrete Slope Paving | Sq Yd | 460 | - | 460 |
| Slope Paving Curbs | Lin. Ft. | 90 | - | 90 |
| Surface Finish Existing Bridge | All | All | - | 100% |
| ½-inch Electrical Conduit | Lin Ft | 240 | - | 240 |
| 2-inch Electrical Conduit | Lin Ft | 240 | - | 240 |
| Membrane Waterproofing | Sq Yd | 1,800 | - | 1,800 |

| ITEM | UNIT | QUANTITY | M 1560(3) STA 104+80 To STA 117+00 | US-265(14) STA 117+00 To STA 189+50 | | |
|---|---|---|---|---|---|---|
| 65'/70' Type II Prestressed Beams | Each | 20 | - | 20 | | |
| Reinforcement | All | All | - | 100% | | |
| Reinforced Concrete Bridge End Panels | Sq Yd | 256 | - | 256 | | |
| Surface Finish Existing Bridge | All | All | - | 100% | | |
| 1½-inch Electrical Conduit | Lin Ft | 240 | - | 240 | | |
| 2-inch Electrical Conduit | Lin Ft | 240 | - | 240 | | |
| Membrane Waterproofing | Sq Yd | 1,870 | - | 1,870 | | |
| SIGNING | | | | | | |
| Removal Of Existing Sign Installations | All | All | 7% | 93% | x 2,000.00 = 140 | |
| Wood Sign Posts | All | All | 4% | 96% | x 4,000.00 = 160 | |
| Sign Support Footings | All | All | 7% | 93% | x 24,000.00 = 1,680 | |
| Breakaway Sign Posts | All | All | 11% | 89% | x 19,000.00 = 2,090 | |
| Single Sign Supports | All | All | 11% | 89% | x 15,500.00 = 1,705 | 8,061 |
| Cantilever Sign Structure, Sta 162+50 | All | All | - | 100% | | |
| Cantilever Sign Structure, Sta 176+00 | All | All | - | 100% | | |
| Structure Mounts | All | All | - | 100% | | |
| Type "A" And "B" Signs In Place | Sq Ft | 2,469 | 200 | 2,269 | x 11.00 = 2,200 | |
| Type "C", "D" And "R" Signs In Place | Sq Ft | 307 | 5 | 302 | x 6.00 = 30 | |
| Type "M" Signs In Place | Sq Ft | 70 | - | 70 | | |
| Type "EE" Signs In Place | Sq Ft | 151 | 7 | 144 | x 8.00 = 56 | |
| Type "H" And "I" Signs In Place | Sq Ft | 128 | - | 128 | | |
| Type "V" Signs In Place | Sq Ft | 72 | - | 72 | | |
| Sign Illumination Equipment | All | All | - | 100% | | |
| Move And Reinstall Existing Signs | All | All | - | 100% | | |
| ILLUMINATION | | | | | | |
| Removal Of Existing Illumination Installations | All | All | - | 100% | | |
| Pole Foundations | All | All | 11% | 89% | x 13,906.00 = 1,529.66 | 31,327.14 |
| Roadway Lighting Poles And Bracket Arms | All | All | 11% | 89% | x 64,575.00 = 7,103.25 | |
| Luminaires And Ballasts | All | All | 16% | 84% | x 8,012.00 = 1,281.92 | |
| Switching, Conduit, Wiring, Lamps, Etc | All | All | 23% | 77% | x 93,097.00 = 21,412.31 | |
| TRAFFIC SIGNALS | | | | | | |
| Traffic Signal Installation, Complete | All | All | - | 100% | | |
| LANDSCAPING | | | | | | |
| Furnishing And Planting Trees | Each | 140 | 54 | 86 | x 19.18 = 1,035.72 | 27,300.02 |
| Furnishing And Planting Shrubs | Each | 2,860 | 1,375 | 1,485 | x 5.82 = 8,002.50 | |
| Furnishing And Planting Vines | Each | 17,000 | 17,000 | - | x 0.43 = 7,310.00 | |
| Soil Conditioner | Cu Yd | 650 | 565 | 85 | x 7.40 = 4,181.00 | |
| Bark Mulch | Unit | 87 | 76 | 11 | x 44.30 = 3,366.80 | |
| Irrigation System | All | All | 100% | | x 3,404.00 = 3,404 | |
| | | | | TOTAL | — 274,951.66 | |
| | | | | | AMT. ITEMS - 3,016.00 | |
| BRIDGE #7769A | | | | | 277,977.66 | |
| Bridge Removal Work | All | All | - | 100% | | |
| Shoring, Cribbing, Etc | All | All | - | 100% | Cont. (4½%) 12,508.99 | |
| Structure Excavation | Cu Yd | 190 | - | 190 | | |
| Structure Excavation Below Elevations Shown | Cu Yd | 20 | - | 20 | Engr (8%) 22,238.21 | |
| Furnish Pile Driving Equipment | All | All | - | 100% | | |
| Furnish HP 10×42 Steel Piling | Lin. Ft | 530 | - | 530 | $312,724.86 | |
| Furnish HP 12×53 Steel Piling | Lin Ft | 715 | - | 715 | | |
| Drive Steel Piles | Lin Ft | 1,113 | - | 1,113 | Esti. City | |
| Structural Concrete, Class 3300 | All | All | - | 100% | 11% = 34,399.73 | |
| Structural Concrete, Class 4000 | All | All | - | 100% | | |
| 60'/65' Type II Prestressed Beams | Each | 10 | - | 10 | NOV. DEP $34,400 | |

(Cont'd. On Sheet 2V-2)



NORTH SANTIAM HIGHWAY
FAS 121
BUSH'S PASTURE PARK
STATE SCHOOL FOR THE BLIND
STATE HOSPITAL
SALEM MUNICIPAL AIRPORT
McNARY FIELD
NORTH SANTIAM HWY
TURNER RD
PACIFIC HWY EAST
NO 162
22

SALEM

**PROPOSED F. A. URBAN SYSTEM PROJECT**

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

11 [illegible] = 24 299.72

[illegible] 1,180

vs. 24,500

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE
City Portion from beginning of project to Sta. 113+56

Sheet 1 of 2 Sheets

ection 25th ST SE - Lancaster Drive Unit
ighway FAU 1560 County Marion
ength Designer Draftsman Prefix
igned P. G[illegible] Title [illegible] Date 9-15-75

|  |  |  |
|---|---|---|
| ~~Grading &~~ Drainage |  | $ |
| ~~Surfacing~~ | From Sheet 2 | $ 185,904$^{3}$ |
| Additional Items ~~Extra Work~~ |  |  |

|  |  |
|---|---|
| Perm. Signing | $ 1,500 - |
| Landscaping | 25,000 - |
| Perm Striping | 100 - |

|  |  |
|---|---|
| Total ~~Extra Work~~ | $ 26,600 - |
| TOTAL | $ 212,504$^{3}$ |
| 12.5 ~~+20%~~ Engineering and Contingencies | $ 26,563$^{5}$ |
| Structures |  |
| Total Structures | $ |
| Right of Way | $ |
| Total Estimated Cost | $ 239067$^{5}$ |

9-15-73 CALL Ralph Lambert & told him of Total Est.

NOTE FAUS PROJECT.
STA 104+80 To 117+00

Sheet 2 of 2

25th - Lancaster Drive - City Portion - Station 104+80
To Station 113+50. 870

## Cost Estimate

| Item No. | Item | Unit | Quantity | Unit Cost | Total |
|---|---|---|---|---|---|
| 1 | Mobilization | Lump Sum | All Spec | | 15,500 |
| 2 | Temporary Protection and Direction of Traffic | Lump Sum | All Spec | | 1425 |
| 3 | Temporary Signs | Sq. Ft. | 110 | $9^{50}$ | 1045 |
| 4 | Flagmen | Hour | 115 | 14- | 1610 |
| | ROADWORK | | | | |
| 5 | Clearing & Grubbing | Lump Sum | All Spec | | 500 |
| 6 | Removal of Structures & Obstructions | Lump Sum | All Spec | | 400 |
| 7 | Embankment in Place | Cu. Yd. | 1000 | $1^{50}$ | 1,500 |
| 8 | Trench Excavation | Cu. Yd. | 1,900 | 10- | 19,000 |
| 9 | Finishing Roadbed and Slopes | Lump Sum | All Spec | | 2000 |
| 10 | Furnishing And Placing Topsoil | Cu. Yd. | 75 | 6- | 450 |
| 11 | Watering | M-Gal. | 10 | 10- | 100 |
| 12 | Aggregate Shoulders | Ton | 30 | $4^{25}$ | 127.5 |
| 13 | Treated Subgrade | Sq. Yd. | 6,500 | $0^{75}$ | 4875 |
| 14 | Lime for Treated Subgrade | Ton | 75 | 75- | 5625 |
| 15 | Class "B" or Class "C" Asphalt Concrete Mixture | Ton | 4,300 | $8^{75}$ | 37,625 |
| 16 | Asphalt Cement in Mixture | Ton | 280 | 85- | 23,800 |
| 17 | Asphalt in Tack Coat | Ton | 1 | 130- | 130 |
| 18 | 8-inch Sewer Pipe | Lin. Ft. | 18 | $6^{50}$ | 117 |
| 19 | 12-inch Sewer Pipe | Lin. Ft. | 188 | 9- | 1,692 |
| 20 | 60-inch Sewer Pipe | Lin. Ft. | 80 | 80- | 6400 |
| 21 | 66-inch Sewer Pipe | Lin. Ft. | 420 | 85- | 35,700 |
| 22 | Bedding Material | Cu. Yd. | 323 | 6 | 1,938 |
| 23 | Special Manholes | Each | 2 | 2500- | 5,000 |
| 24 | Concrete Inlets, Type 2 | Each | 5 | 435- | 2,175 |
| 25 | Concrete Walks | Sq. Yd. | 500 | 10- | 5000 |
| 26 | Concrete Curbs | Cu. Yd. | 97 | 85- | 8,245 |
| 27 | Extra for Asphalt Approaches | Each | 1 | 100- | 100 |
| 28 | Roadside Seeding and Mulching | Acre | .5 | 450- | 225 |
| | | | | | 135,904.5 |

[illegible]

[illegible]

[illegible]

13 20

11 00

72 20

Survey Data [illegible]

[illegible]

[illegible]

Sizes R/W to Sta [illegible] ±

R/W [illegible] Sta [illegible] ±

cc: CONSTRUCTION
UTILITIES
[redacted] R/W

RECEIVED
11 1975

RECEIVED
COUNTY & CITY SECTION
SEP 15 1975
ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
DPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. M-1560(1)

Project Name S. E. 25th St.-Airport Rd. Sec.

Mission St., S. E., FAU 1560

1. ~~We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.~~

2. We hereby certify that:

   ~~☐ Additional right-of-way will not be required for this project.~~

   ~~☐ There has been no displacement of persons from residences, farms, or businesses; or~~

   ~~☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.~~

   ~~☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.~~

3. **We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.**

Signed at Salem, Oregon,

this 8th day of Sept., 1975.

City of Salem

Robert Lindsey
Mayor

Ruty J. Marsh
Recorder

**APPROVED AS TO CONTENT:**

B. T. VanWormer
**Director of Public Works**

**Date:** 9-2-75

**REVIEWED: Date:** 9-4-75

R. S. Moore
**City Manager**

R/W File No. ________

Salem
F.th

## OREGON STATE HIGHWAY DIVISION
### Appraisal Review

9-4-75

Original __x__ Revision ________

Date of Description __6/11/75__

Area:

Parcel 1 0.09 Acre Fee
Parcel 2 0.14 Acre Temporary Easement

File No.: 48520
Name: Mission Properties
Section: 25th St.-Lancaster Drive
Highway: Mission St.
County: Marion
Fed. Proj. No:

Access for Remainder: Restricted to location only.

As of this date, the current appraisals on this file are as follows:

| Appraiser | Date Written | Date of Valuation | Original or Rev. | Value Entirety | Value Remainder | Value Taking |
|---|---|---|---|---|---|---|
| Friess | 8/26/75 | 8/26/75 | Orig. | - | - | 2250 |

I certify that I have no direct or indirect, present or contemplated future personal, financial or family interest in the subject property, nor will I in any manner benefit from the acquisition thereof such as to constitute a conflict of interest. I further agree to disclose any personal interest that I have, or that I later acquire, in any other properties within the zone of immediate influence of the highway project involved until such time as that project has been completed.

My determination has been reached independently based upon appraisals and other factual data of record without improper collaboration or direction. I have visually examined subject property and comparable sales to this extent:

Viewed exterior of subject and sales.

It is my determination that just compensation for the part taken, including damages, if any, to the remainder is $ 2250

ALLOCATED AS FOLLOWS:

| | |
|---|---|
| Land | $ 2250. |
| Improvements | $ |
| Damages | $ |
| | $ |
| | $ |
| | $ |
| TOTAL | $ 2250. |

The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

Mr. Friess has adequate sales of larger commercial properties to support his estimate of value.

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐
☑ UPE ☑ CE ☑ RE ☐

Fed. Proj. No:

Access for Remainder: **Restricted to location only.**

As of this date, the current appraisals on this file are as follows:

| Appraiser | Date Written | Date of Valuation | Original or Rev. | Value Entirety | Value Remainder | Value Taking |
|---|---|---|---|---|---|---|
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My determination has been reached independently based upon appraisals and other factual data of record without improper collaboration or direction. I have visually examined subject property and comparable sales to this extent:

Viewed exterior of subject and sales.

It is my determination that just compensation for the part taken, including damages, if any, to the remainder is $ 2250

| | | |
|---|---|---|
| ALLOCATED AS FOLLOWS: | Land | $ 2250. |
| | Improvements | $ |
| | Damages | $ |
| | | $ |
| | | $ |
| | | $ |
| | TOTAL | $ 2250. |

The State's appraisals comply with the requirements of "Appraising Real Property", and the "Right of Way Manual." It appears that there is sufficient appraisal background and documentation to support the appraisals. I have taken the following steps to secure clarification or support where needed:

Mr. Friess has adequate sales of larger commercial properties to support his estimate of value.

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1975
☑ ENGR. ☐ COOR. ☐ SE
☑ UPE ☑ CE ☑ RE ☐

NOTED
R. F. SMART

It is understood that this determination of just compensation is to be used in conjunction with a Federal-aid or State Highway project. To the best of my knowledge items compensable under State Law but not eligible for Federal reimbursement, if any, have been set forth seperately above.

DISTRIBUTED
SEP - 4

REVIEWING APPRAISER Carl G. Schmidt
CAROL G.
CARL C. SCHMIDT

DATE OF REVIEW September 4, 1975

# APPRAISAL REPORT

## OREGON STATE HIGHWAY DIVISION

FILE NO.: 48520
NAME: Mission Properties
SECTION: 25th & Lancaster Dr.
HIGHWAY: Mission Street
COUNTY: Marion
ENG. STA.:
DESCRIPTION DATED: 6/11/75
FED. PROJ. NO.:

LOCATION OF PROPERTY Between Airport Road and 25th Street
LEGAL OWNER'S ADDRESS 510 Commercial Street NE Salem, OR
PHONE NO. 363-3175
~~[illegible] BUYER~~ OWNERS: Les Green and Wayne Hadley
ADDRESS
PHONE NO. 363-3175

1. TENANT
RENT $ LEASE: YES [ ] NO [ ] IF RECORDED, TITLE BOOK PAGE
IF MULTIPLE LEASES (OTHER THAN APARTMENTS) LIST LESSEES:

2. PARTIAL TAKING [XX] ENTIRE TAKING [ ] AREA OF ENTIRE PROPERTY 19± acres
AREA IN FEE SIMPLE TAKING 0.09 acre
AREA IN PERMANENT EASEMENT(S)
AREA IN TEMPORARY EASEMENT(S) 0.14 acre for slopes

3. ACCESS BEFORE TAKING:

Uncontrolled, except by permit.

4. REMAINDER PROPERTY HAS ACCESS TO HIGHWAY SYSTEM AS FOLLOWS: Controlled only by permit. Locations undecided at this writing. State to construct only if locations are known.

LANDLOCKED [ ]. TO BE RESTRICTED TO FRONTAGE ROAD IF ONE IS LATER CONSTRUCTED [ ]

5. URBAN [X] RURAL [ ] PRESENT USE Auto sales LEGAL ZONE CODE Commercial
USE PERMITTED AS ZONED

6. HIGHEST AND BEST USE: ENTIRE PROPERTY Commercial
REMAINDER PROPERTY Commercial

7. PUBLIC SEWER [X] SEPTIC TANK [ ] OTHER SEWAGE DISPOSAL FACILITY
PUBLIC WATER SUPPLY [X] WELL [ ] OTHER WATER SUPPLY
CURBS [ ] PUBLIC SIDEWALKS [ ] PAVED STREET 16 FT. WIDE. GRAVEL STREET FT. WIDE

8. SUMMARY OF VALUATION:
ENTIRE PROPERTY $ Taking only REMAINDER PROPERTY $

TAKING:

| | |
|---|---|
| LAND | $2210 |
| IMPROVEMENTS | -0- |
| DAMAGES | -0- |
| SPECIAL BENEFITS | -0- |
| JUST COMPENSATION | $2250 rounded off |

VALUATION REPORTS BY OTHERS:

| | |
|---|---|
| FIXTURES | $ |
| EQUIPMENT | $ |
| MACHINERY | $ |
| TIMBER | $ |
| NURSERY STOCK | $ |
| ADVERTISING SIGNS | $ |
| COST STUDIES | $ |
| OTHER | $ |

9. PRELIMINARY TITLE REPORT FURNISHED AND EXAMINED: YES [ ] NO [X] CHECKED AT TITLE CO. [ ]
I HAVE GIVEN CONSIDERATION TO ANY EXCEPTIONS OR LIMITING CONDITIONS THEREIN THAT AFFECT THE VALUE OF SUBJECT PROPERTY.

10. VALUATIONS MADE BY OTHERS AS SHOWN IN LINE 8 ARE INCLUDED AS A PART OF THE TOTAL DATA CONSIDERED IN ARRIVING AT MY FINAL CONCLUSIONS OF VALUES.

11. I HAVE ALSO MADE THE FOLLOWING ASSUMPTIONS:

State to construct approaches to property if locations are known. After construction of project, Grantor's to clear cost of approaches.

FED. PROJ. NO.:

1. TENANT

RENT $ LEASE: YES [ ] NO [ ] IF RECORDED, TITLE BOOK PAGE

IF MULTIPLE LEASES (OTHER THAN APARTMENTS) LIST LESSEES:

2. PARTIAL TAKING [XX] ENTIRE TAKING [ ] AREA OF ENTIRE PROPERTY 19± acres

AREA IN FEE SIMPLE TAKING 0.09 acre

AREA IN PERMANENT EASEMENT(S)

AREA IN TEMPORARY EASEMENT(S) 0.14 acre for slopes

3. ACCESS BEFORE TAKING:

Uncontrolled, except by permit.

4. REMAINDER PROPERTY HAS ACCESS TO HIGHWAY SYSTEM AS FOLLOWS: Controlled only by permit. Locations undecided at this writing. State to construct only if locations are known.

LANDLOCKED [ ]. TO BE RESTRICTED TO FRONTAGE ROAD IF ONE IS LATER CONSTRUCTED [ ]

5. URBAN [X] RURAL [ ] PRESENT USE Auto sales LEGAL ZONE CODE Commercial

USE PERMITTED AS ZONED

6. HIGHEST AND BEST USE: ENTIRE PROPERTY Commercial

REMAINDER PROPERTY Commercial

7. PUBLIC SEWER [X] SEPTIC TANK [ ] OTHER SEWAGE DISPOSAL FACILITY

PUBLIC WATER SUPPLY [X] WELL [ ] OTHER WATER SUPPLY

CURBS [ ] PUBLIC SIDEWALKS [ ] PAVED STREET 16 FT. WIDE. GRAVEL STREET FT. WIDE

8. SUMMARY OF VALUATION:

ENTIRE PROPERTY $ Taking only REMAINDER PROPERTY $

TAKING:

LAND $2210

IMPROVEMENTS -0-

DAMAGES -0-

SPECIAL BENEFITS -0-

JUST COMPENSATION $2250 rounded off

VALUATION REPORTS BY OTHERS:

FIXTURES $

EQUIPMENT $

MACHINERY $

TIMBER $

NURSERY STOCK $

ADVERTISING SIGNS $

COST STUDIES $

OTHER $

9. PRELIMINARY TITLE REPORT FURNISHED AND EXAMINED: YES [ ] NO [X] CHECKED AT TITLE CO. [ ]
I HAVE GIVEN CONSIDERATION TO ANY EXCEPTIONS OR LIMITING CONDITIONS THEREIN THAT AFFECT THE VALUE OF SUBJECT PROPERTY.

10. VALUATIONS MADE BY OTHERS AS SHOWN IN LINE 8 ARE INCLUDED AS A PART OF THE TOTAL DATA CONSIDERED IN ARRIVING AT MY FINAL CONCLUSIONS OF VALUES.

11. I HAVE ALSO MADE THE FOLLOWING ASSUMPTIONS:

State to construct approaches to property if locations are known. After construction of project, Grantor's to clear cost of approaches.

SUBJECT PROPERTY HAS SOLD WITHIN THE LAST 5 YEARS. YES [X] NO [ ]. IF YES, SEE DETAILS REGARDING SALE ON COMPARABLE SALE SHEET NO. 1A WHICH INCLUDES AN EXPLANATION OF WHETHER SALE IS INDICATIVE OF TODAY'S MARKET VALUE.

APPRAISER RCF
ROBERT C. FRIESS

SEP - 2 1975

[illegible]

81-734-3718
3/15/74

MS

File No. 48520

## GENERAL REPORT

19. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:

Subject property is a 19± acres tract of land, abutting Mission Street on the south boundary. Property is level with grade. Most of the tract was property of Salem Gun Club. Property has ideal location, is close to airport, freeway, and downtown salem.

Property is presently improved with a new car sales yard. Furture plans call for the relocation of Capitol Chevrolet Agency. The size of the tract would indicate additional uses also may be planned.

My investigation indicates that the overall plans for the property are not complete, so there may be some difficulty in locating approaches prior to construction. (I understand that Warren Carkin of Salem is Architect for Mission Properties Incorporated).

Property is zoned Retail Commercial.

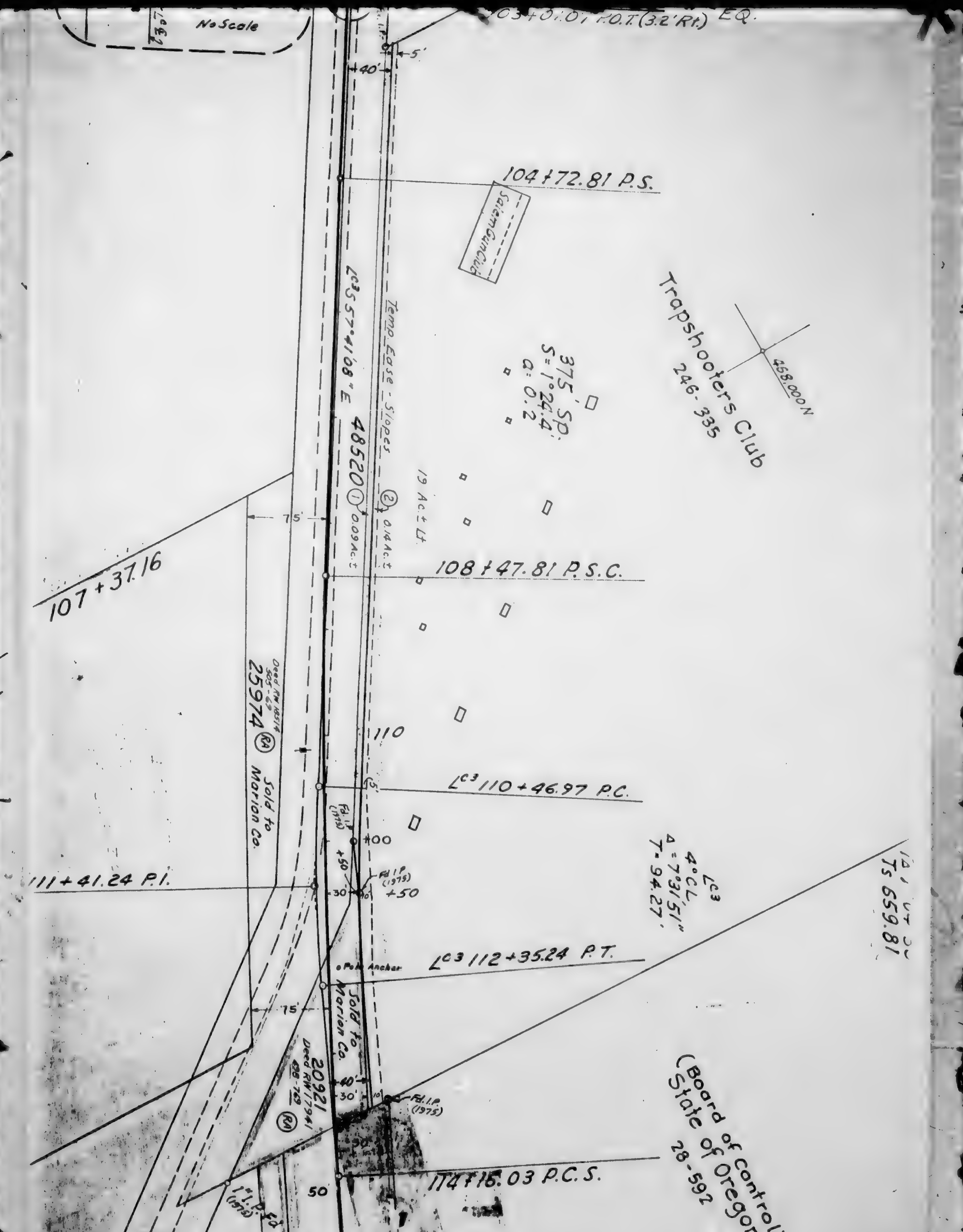
Tax lot 15248

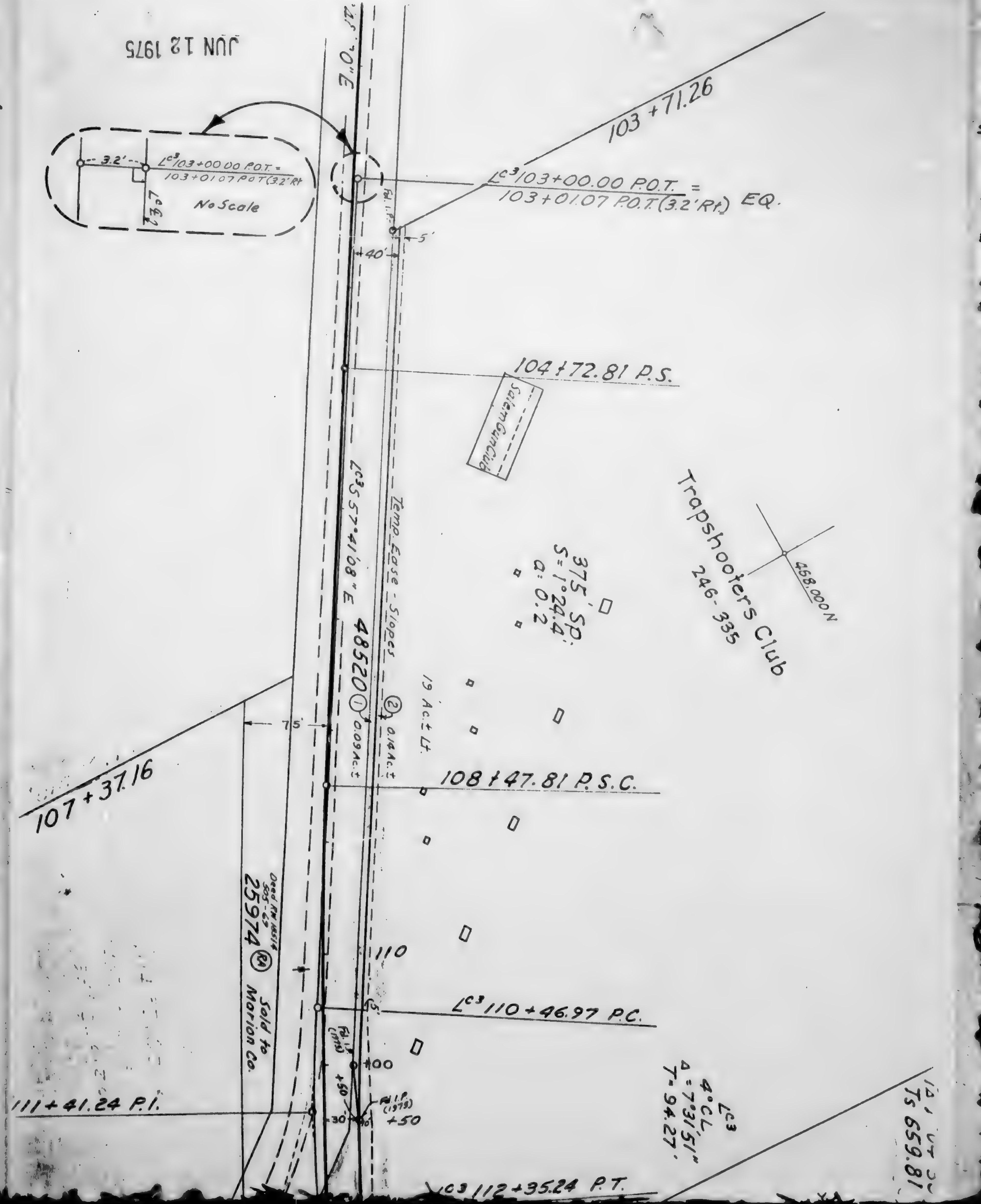
Section 36, Township 7 South, Range 3 West.

Assessed value Land $329,400
Improvements (not up to date)

Deed record 759-18

Taxes, land only $30.63 X $329.4=$10,090.


No Scale
03+01.07 P.O.T. (3.2' Rt.) EQ.
5'
40'
104+72.81 P.S.
Salem Gun Club
Temp. Ease. - Slopes
L^c3 S 57°41'08" E
48520 ①
0.09 Ac.±
② 0.14 Ac.±
19 Ac.± Lt.
375' SP.
S=1°24.4'
a: 0.2
Trapshooters Club
246-335
458,000 N
75'
107+37.16
108+47.81 P.S.C.
Deed RW 18514
305-69
25974 RA
Sold to
Marion Co.
110
L^c3 110+46.97 P.C.
5'
Fd. I.P. (1975)
+00
+50
Fd. I.P. (1975)
30
10
+50
111+41.24 P.I.
L^c3
4° C.L.
Δ=7°31'51"
T=94.27'
Ts 659.81
Pole Anchor
L^c3 112+35.24 P.T.
75'
Sold to
Marion Co.
20921
Deed RW 17941
428-769
RA
40'
30'
10
Fd. I.P. (1975)
30
(Board of Control)
State of Oregon
28-592
114+16.03 P.C.S.
50
I.P. Fd (1975)
75'
15


3.0' St.
3.2'
Lc3 103+00.00 P.O.T. =
103+01.07 P.O.T. (3.2' Rt.
3.2'
No Scale
103+71.26
Lc3 103+00.00 P.O.T. =
103+01.07 P.O.T. (3.2' Rt.) EQ.
Fd. I.P.
5'
40'
104+72.81 P.S.
Salem Gun Club
Lc3 S 57°41'08" E
Temp. Ease - Slopes
48520 ①
②
0.09 Ac. ±
0.14 Ac. ±
19 Ac. ± Lt.
375' SP.
S=1°24.4'
a: 0.2
Trapshooters Club
246-335
468,000 N
75'
107+37.16
108+47.81 P.S.C.
Deed Rd. 18614
305-62
25974 (RA)
Sold to
Marion Co.
110
Lc3 110+46.97 P.C.
Fd. I.P.
(1975)
+00
+50
Fd. I.P.
(1975)
+50
30
111+41.24 P.I.
Lc3
4° CL
Δ=7°31'51"
T-94.27'
Lc3 112+35.24 P.T.
Ts 659.81

FILE NO. 48520

## ESTIMATE OF VALUE OF THE PROPERTY BEFORE THE TAKING BY MARKET DATA APPROACH

26. COMPARE FIVE-YEARS SALES HISTORY OF SUBJECT TO PRESENT MARKET VALUE.

Purchased by Mission Street Properties, Inc. 3-1-73 for $395,000, or $20,530 per acre. See Sale #1A below.

27. EXPLAIN ADJUSTMENTS AND RELATE COMPARABLE SALES DATA TO SUBJECT.

Sale #1A (Subject property)

Subject purchase at $20,530 per acre on 3/1/73. An uward adjustment of time would indicate a present value of 1.15 X $20,430 or $23,600 per acre.

Sale #2A

An 8.82 acre tract sold in 1973 for $324,000, or $36,735 per acre. Sale needs an upward adjustment for time, and downward adjustment for smaller size and sales better location. Value of subject indicated by this sale is 0.65 X $36,735, or $24,245 per acre.

Sale #2B

A 5.25 acre tract sold 7/73 for $70,000, or $13,333 per acre. Subject location considered better. (Sale is far back from corner of Lancaster and Silverton Road, away from main traffic stream.) Sale needs upward adjustment for time, and location, and downward adjustment for size. This sale indicates a value to subject of 1.40 X $13,333 or $18,660 per acre.

28. SUMMARY:

Subject sale and #2a is considered most indicative. Giving both equal weight value of subject is estimated at $24,000 per acre.

29. ESTIMATE OF FAIR CASH MARKET VALUE OF THE PROPERTY BY MARKET DATA

$ 24,000 per acre

---

30. CORRELATION: (VALUE BY SEPARATE APPROACHES)

MARKET DATA $ ______________

COST $ ______________

INCOME $ ______________

EXPLAIN CORRELATION:

FINAL CONCLUSION OF VALUE OF THE ENTIRE PROPERTY $ ______________

27. EXPLAIN ADJUSTMENTS AND RELATE COMPARABLE SALES DATA TO SUBJECT.

Sale #1A (Subject property)

Subject purchase at $20,530 per acre on 3/1/73. An uward adjustment of time would indicate a present value of 1.15 X $20,430 or $23,600 per acre.

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Sale #2B

A 5.25 acre tract sold 7/73 for $70,000, or $13,333 per acre. Subject location considered better. (Sale is far back from corner of Lancaster and Silverton Road, away from main traffic stream.) Sale needs upward adjustment for time, and location, and downward adjustment for size. This sale indicates a value to subject of 1.40 X $13,333 or $18,660 per acre.

28. SUMMARY:

Subject sale and #2a is considered most indicative. Giving both equal weight value of subject is estimated at $24,000 per acre.

29. ESTIMATE OF FAIR CASH MARKET VALUE OF THE PROPERTY BY MARKET DATA

$ 24,000 per acre

30. CORRELATION: (VALUE BY SEPARATE APPROACHES)

MARKET DATA $__________
COST $__________
INCOME $__________

EXPLAIN CORRELATION:

FINAL CONCLUSION OF VALUE OF THE ENTIRE PROPERTY $__________

FILE NO. ____________________

## APPRAISAL OF THE SUBJECT PROPERTY

### ESTIMATE OF THE VALUE OF THE PROPERTY BEFORE THE TAKING BY COST APPROACH:

20. LAND VALUE MARKET DATA: RELATE SALES OF COMPARABLE VACANT LANDS TO SUBJECT:

21. SUPPORT OF COST APPROACH:

22. EXPLANATION OF DEPRECIATION:

23. LAND:

| | LAND CLASSIFICATION | AREA | UNIT | UNIT PRICE | |
|---|---|---|---|---|---|
| 1. | | | (AC)(SQ.FT.) AT $ | | $ |
| 2. | | | (AC)(SQ.FT.) AT $ | | $ |
| 3. | | | (AC)(SQ.FT.) AT $ | | $ |
| 4. | | | (AC)(SQ.FT.) AT $ | | $ |
| 5. | | | (AC)(SQ.FT.) AT $ | | $ |
| 6. | | | (AC)(SQ.FT.) AT $ | | $ |
| | | | | TOTAL FOR LAND | $ |

**24. IMPROVEMENTS:** (BASED UPON DEPRECIATED COST NEW: REPRODUCTION [ ] REPLACEMENT [ ])

| | | AREA | PER ⏍ | COST NEW | DEPRECIATED |
|---|---|---|---|---|---|
| 1. | | | AT | $ | $ |
| 2. | | | AT | $ | $ |
| 3. | | | AT | $ | $ |
| 4. | | | AT | $ | $ |
| 5. | | | AT | $ | $ |
| 6. | | | AT | $ | $ |
| 7. | | | AT | $ | $ |
| 8. | | | AT | $ | $ |
| | | | AT | $ | $ |

21. SUPPORT OF COST APPROACH:

22. EXPLANATION OF DEPRECIATION:

23. LAND:

| | LAND CLASSIFICATION | AREA | UNIT | UNIT PRICE | |
|---|---|---|---|---|---|
| 1. | | | (AC)(SQ.FT.) | AT $ | $ |
| 2. | | | (AC)(SQ.FT.) | AT $ | $ |
| 3. | | | (AC)(SQ.FT.) | AT $ | $ |
| 4. | | | (AC)(SQ.FT.) | AT $ | $ |
| 5. | | | (AC)(SQ.FT.) | AT $ | $ |
| 6. | | | (AC)(SQ.FT.) | AT $ | $ |
| | | | | TOTAL FOR LAND | $ |

24. IMPROVEMENTS: (BASED UPON DEPRECIATED COST NEW: REPRODUCTION [ ] REPLACEMENT [ ])

| | | AREA | PER ◫ | COST NEW | DEPRECIATED |
|---|---|---|---|---|---|
| 1. | | | AT | $ | $ |
| 2. | | | AT | $ | $ |
| 3. | | | AT | $ | $ |
| 4. | | | AT | $ | $ |
| 5. | | | AT | $ | $ |
| 6. | | | AT | $ | $ |
| 7. | | | AT | $ | $ |
| 8. | | | AT | $ | $ |
| 9. | | | AT | $ | $ |
| 10. | | | AT | $ | $ |

ENHANCEMENT VALUE OF LANDSCAPING ITEMS:

______________________________________

______________________________ $ __________

TOTAL FOR IMPROVEMENTS $ __________

25. SUMMATION VALUE OF THE PROPERTY BEFORE THE TAKING $ __________

UNIMPROVED LAND COMPARABLE SA

SALE NO. 1-A
FILE NO. [illegible]

MENT PHOTOS ON BACK (TUMBLE HEAD).

ADDRESS 2715 Mission Street S. E.

CITY Salem SEC. 36 TWP. 7S RANGE 3W COUNTY Marion TAX LOT 15248
LOT NO. BLOCK NO. SUBDIVISION
GRANTOR Salem Trapshooters Club (Salem Gun Club) to Mission Properties
DATE OF SALE 8-1-73 CONSIDERATION $ 395,000 IF RENTED, RATE PER MONTH $
ZONE CR USES PERMITTED, AS ZONED commercial retail
APPRAISER'S OPINION OF HIGHEST AND BEST USE AT DATE OF SALE commercial
PRESENT USE gun club & vacant land
RECORDING DATA W.D. 759-18 executed 6-7-73.
TOTAL LAND AREA 19.24 acres UNIT PRICE $20,530/acre DIMENSIONS see sketch on back
TRANSFER BY: DEED [x] CONTRACT [ ]
FINANCING: CASH [ ] CONVENTIONAL LOAN [ ] PRIVATE [ ] CONTRACT [ ]
OTHER $275,000 cash thru loan from U.S. Nat. Bank. $120,000 2nd mtg. to sell 10 year note & 2nd mortgage to seller. No payments on INTEREST RATE 10 %
principal required other than semi-annual interest payments of $6,000. Mtg. was subordin to bank's 1st mtg. of $525,000 on 5
DO PAYMENTS INCLUDE: INSURANCE, YES [ ] NO [ ], TAXES, YES [ ] NO [ ]
ASSESSED VALUE: LAND $ 73,200 TAXES $ YEAR 72-73
NEIGHBORHOOD DESCRIPTION: Sparse commercial development along Mission across (north) from the Salem airport. K-Mart shopping center located a few hundred feet west of subjec
COMPARED WITH NEIGHBORHOOD, THIS PROPERTY IS: AVERAGE [x] ABOVE AVE. [ ] BELOW AVE. [ ]

DESCRIBE LAND BASED UPON FEATURES RELATED TO ITS HIGHEST AND BEST USE: Location is on the north side of Mission Street (North Santiam Highway) midway between 25th Street and Airport Road. I-5 Freeway is a little less than one mile east and the Turner Road junctio is adjacent the southeast corner of the property. The City of Salem airport is south acr Mission. Unimproved land owned by the State of Oregon borders the east and north sides of the property and Williams Bakery is on the west side.
The property has slightly over 1,000 feet of frontage. Old club building is in the southwest corner with portion of land in front in lawn. Level topography with gentle slope to north. All of the land is cleared with most in grass and weeds. City sewer and water lin

Future Salem post office site (est. '75 construction) adjoins northwest corner.

DESCRIBE ACCESS AND ACCESSABILITY: Controlled access to Mission. Frontage lies even wit street grade. Tapers from 4 to 2 lanes in front of the property with curbs and curb cuts in the west half. Open ditch in east half. Two lane traffic and problem of making lef turns without a refuge detracts.

VERIFIED WITH:

NAME Lester D. Green ADDRESS Capitol Chevrolet 510 Commercial St., N. E.
PHONE 363-3175 RELATIONSHIP TO SALE buyer

NAME Coburn Grabenhorst ADDRESS 198 Liberty St., S.E.
PHONE 362-[illegible] RELATIONSHIP TO SALE broker

| | | | |
|---|---|---|---|
| Salem Gun Club | 19.24 acres | $395,000) | |
| Williams Bakery | 2.85 acres | 159,000) | Total 22.67 A. @ $624,000 |
| Sanitary Service | 0.98 acre | 70,000) | |

REMARKS AND MOTIVES: This assemblage of 3 properties commenced early in the year and was finalized in early August with a $525,000 loan from U. S. National Bank. Total of 22.67 acres for $624,000 or $27,525 per acre average. Approximately 1,550 feet frontage on Mission Street extending east from 25th St. Transactions handled thru Grabenhorst Bros. Gun Club reportedly were asking $24,000/acre with buyer taking an option which was not exercised. Later renegotiated on basis of lower figure. Property surveyed after earnest money contract was signed to determine the correct acreage. (OVER)

I DO [x] DO NOT [ ] CONSIDER THIS SALE REPRESENTATIVE OF THE MARKET.

PRESENT USE Gun club [illegible]

RECORDING DATA W.D. 759-18 executed 6-7-73.

TOTAL LAND AREA 19.24 acres UNIT PRICE $20,530/acre DIMENSIONS see sketch on back

TRANSFER BY: DEED [x] CONTRACT [ ]

FINANCING: CASH [ ] CONVENTIONAL LOAN [ ] PRIVATE [ ] CONTRACT [ ]

OTHER $275,000 cash thru loan from U.S. Nat. Bank. $120,000 2nd mtg. to sell

10 year note & 2nd mortgage to seller. No payments on INTEREST RATE 10 %

principal required other than semi-annual interest payments of $6,000. Mtg. was subordin

DO PAYMENTS INCLUDE: INSURANCE, YES [ ] NO [ ], TAXES, YES [ ] NO [ ] to bank's 1st mtg. of $525,000 on 5

ASSESSED VALUE: LAND $ 73,200 TAXES $ YEAR 72-73

NEIGHBORHOOD DESCRIPTION: Sparse commercial development along Mission across (north) from the Salem airport. K-Mart shopping center located a few hundred feet west of subjec

COMPARED WITH NEIGHBORHOOD, THIS PROPERTY IS: AVERAGE [x] ABOVE AVE. [ ] BELOW AVE. [ ]

DESCRIBE LAND BASED UPON FEATURES RELATED TO ITS HIGHEST AND BEST USE: Location is on the north side of Mission Street (North Santiam Highway) midway between 25th Street and Airport Road. I-5 Freeway is a little less than one mile east and the Turner Road junctic is adjacent the southeast corner of the property. The City of Salem airport is south acr Mission. Unimproved land owned by the State of Oregon borders the east and north sides of the property and Williams Bakery is on the west side.

The property has slightly over 1,000 feet of frontage. Old club building is in the southwest corner with portion of land in front in lawn. Level topography with gentle slope to north. All of the land is cleared with most in grass and weeds. City sewer and water lin

Future Salem post office site (est. '75 construction) adjoins northwest corner.

DESCRIBE ACCESS AND ACCESSABILITY: Controlled access to Mission. Frontage lies even wit street grade. Tapers from 4 to 2 lanes in front of the property with curbs and curb cuts in the west half. Open ditch in east half. Two lane traffic and problem of making left turns without a refuge detracts.

VERIFIED WITH:

NAME Lester D. Green ADDRESS Capitol Chevrolet
510 Commercial St., N. E.

PHONE 363-3175 RELATIONSHIP TO SALE buyer

NAME Coburn Grabenhorst ADDRESS 198 Liberty St., S.E.

PHONE 362-[illegible] RELATIONSHIP TO SALE Broker

| | | | |
|---|---|---|---|
| Salem Gun Club | 19.24 acres | $395,000) | |
| Williams Bakery | 2.85 acres | 159,000) | Total 22.67 A. @ $624,000 |
| Sanitary Service | 0.58 acre | 70,000) | |

REMARKS AND MOTIVES: This assemblage of 3 properties commenced early in the year and was finalized in early August with a $525,000 loan from U. S. National Bank. Total of 22.67 acres for $624,000 or $27,525 per acre average. Approximately 1,550 feet frontage on Mission Street extending east from 25th St. Transactions handled thru Grabenhorst Bros. Gun Club reportedly were asking $24,000/acre with buyer taking an option which was not exercised. Later renegotiated on basis of lower figure. Property surveyed after earnest money contract was signed to determine the correct acreage. (OVER)

I DO [x] DO NOT [ ] CONSIDER THIS SALE REPRESENTATIVE OF THE MARKET.

THIS SALE IS A SALE OF A REMAINDER PROPERTY FROM A FORMER RIGHT OF WAY OR OTHER EMINENT DOMAIN TAKING. YES [ ] NO [x]

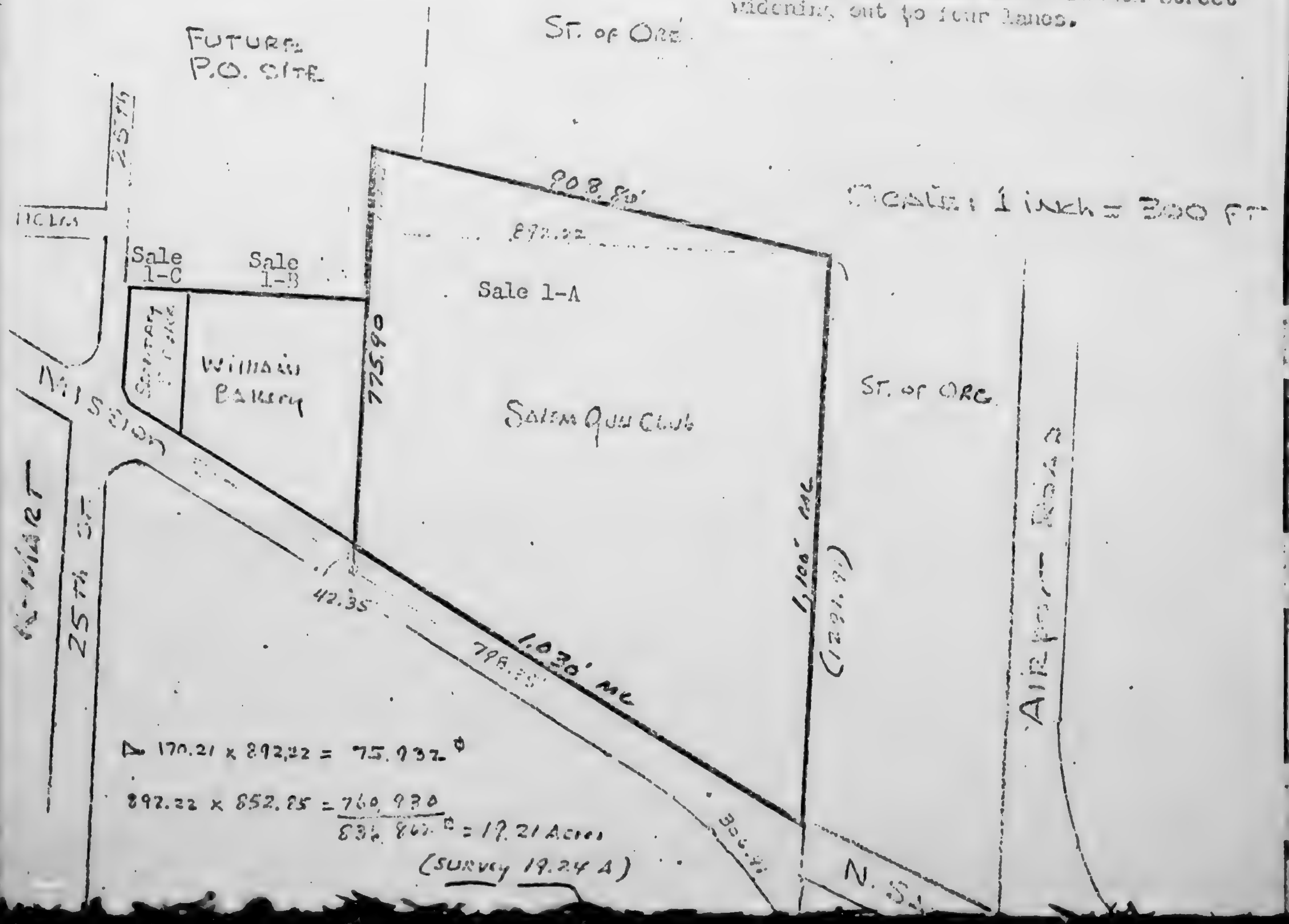
DATE INSPECTED 3-7-73 SIGNED D. L. Hopkins

Form E-719
Rev. 6-11-70

[illegible]r D. [illegible]wen and [illegible] E.
Hastey. They are brothers-in-law married to the two daughters of Douglas McKay and are Pres. and Sec., respectively, of Capitol Chevrolet Company. Present plan is to utilize between 8 and 10 acres for Chevrolet needs plus another 4 acres for Toyota. Balance will probably be sold as surplus in small parcels to businesses favorable or related to their car business... Will require two or three years to complete their move from the downtown district. Buyers looked at several sites over a period of several months before deciding on this Mission Street location. Location in respect to the Freeway had some influence on the site selection and purchase price - mainly from a long range standpoint of ten years or more based on population growth estimates for the Salem area.

Looking east on Mission Street. Gun club building loc. in southwest corner of property. Curb cut in foreground serves adjoining Williams Bakery ownership.

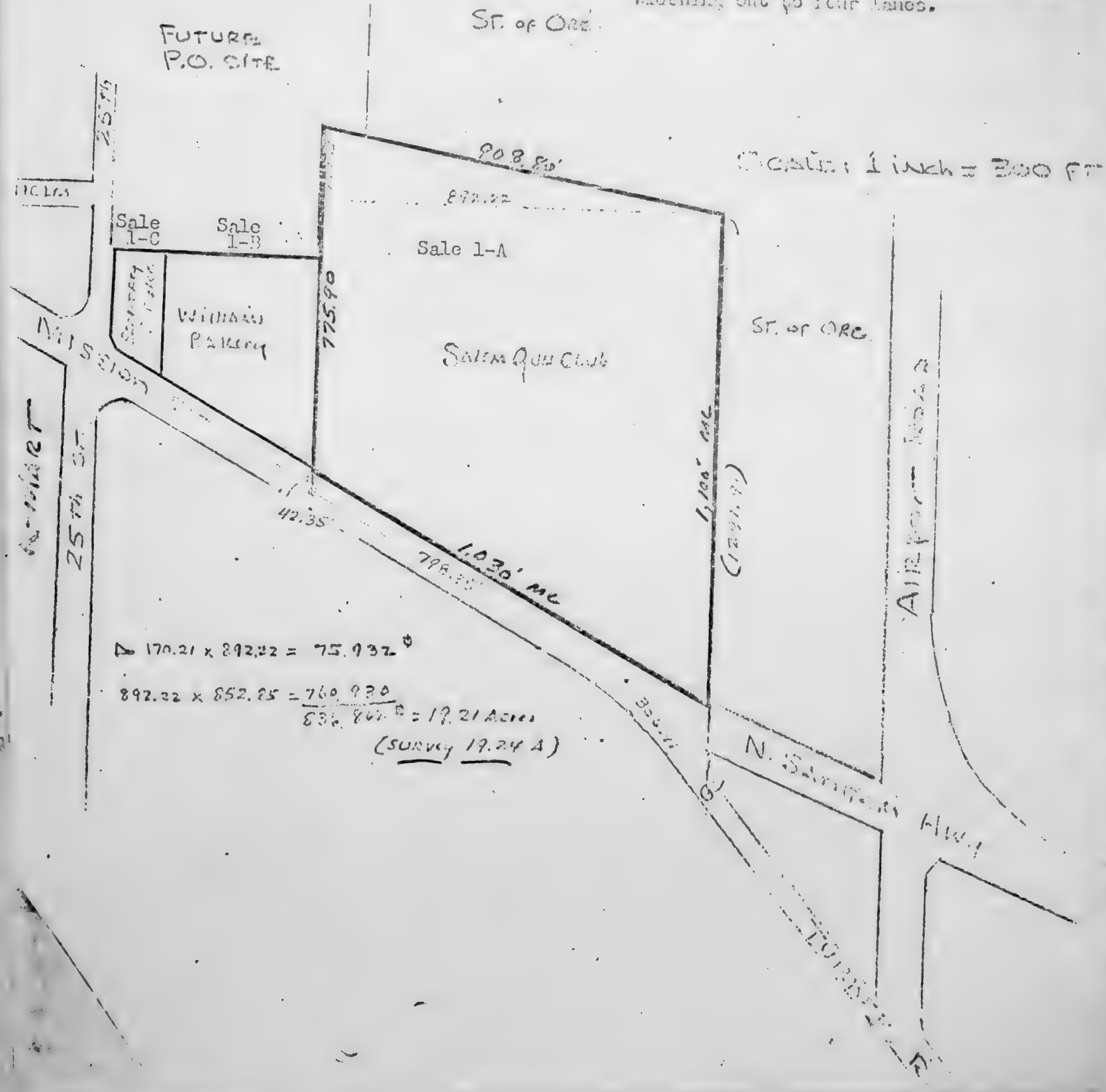
Looking west on Mission. Photo taken from near Turner Rd. junction adjacent property's southeast corner. Open ditch extends along front, easterly half. West half is curbed with Mission Street widening out to four lanes.


FUTURE P.O. SITE
ST. OF ORE.
25TH
Holm
Sale 1-C
Sale 1-B
Sale 1-A
808.80'
892.22
Scale: 1 inch = 300 FT
775.90
Sanitary
William Bakery
MISSION
SALEM GUN CLUB
ST. OF ORG.
AIRPORT ROAD
25TH ST.
42.35
1,030' MC
798.85
1,100' MC
(1221.31)
306.81
N. S.

△ 170.21 x 892.22 = 75.932 ☐
892.22 x 852.85 = 760,930
836,862 ☐ = 19.21 Acres
(SURVEY 19.24 A)

Looking east on Mission Street. Gun club building loc. in southwest corner of property. Curb cut in foreground serves adjoining Williams Bakery ownership.

Looking west on Mission. Photo taken from near Turner Rd. junction adjacent property's southeast corner. Open ditch extends along front, easterly half. West half is curbed with Mission Street widening out to four lanes.



St. of Ore.
Future P.O. Site
25th
Sale 1-C
Sale 1-B
Sale 1-A
908.85'
892.22
Scale: 1 inch = 300 ft
William Bakery
775.90
Salem Gun Club
St. of Ore.
Mission St.
25th St.
42.35
798.85
1,030' ML
1,100' ML
Airport Road
N. Santiam Hwy
Turner Rd.
800
Δ 170.21 x 892.22 = 75.932 □
892.22 x 852.85 = 760.930
836.862 □ = 19.21 Acres
(Survey 19.24 A)

UNIMPROVED LAND COMPARABLE SALE

SALE NO. [illegible]
FILE NO. [illegible]

CEMENT PHOTOS ON BACK (TUMBLE HEAD).

ADDRESS 3300 block Lancaster Drive and [illegible] block Silverton Road, N. E.

CITY Salem SEC. [illegible] TWP. [illegible] RANGE 2W COUNTY Marion TAX LOT [illegible]
LOT NO. ______ BLOCK NO. ______ SUBDIVISION ______
GRANTOR Earl L. Malm GRANTEE Safeway Stores, Inc.
DATE OF SALE 1973 CONSIDERATION $ 324,000 IF RENTED, RATE PER MONTH $ ______
ZONE CR USES PERMITTED, AS ZONED commercial retail
APPRAISER'S OPINION OF HIGHEST AND BEST USE AT DATE OF SALE commercial
PRESENT USE mobile home & trailer sales yard
RECORDING DATA [illegible] and [illegible]
TOTAL LAND AREA [illegible] acres UNIT PRICE [illegible] DIMENSIONS see sketch on back
TRANSFER BY: DEED ☒ CONTRACT ☐ 84¢ per sq. ft.
FINANCING: CASH ☐ CONVENTIONAL LOAN ☐ PRIVATE ☐ CONTRACT ☐
OTHER ______
TERMS OF SALE: DOWN PAYMENT $ ______ INTEREST RATE ______ %
MONTHLY PAYMENT $ ______ TERM OF PAYMENTS ______ YEARS
DO PAYMENTS INCLUDE: INSURANCE, YES ☐ NO ☐, TAXES, YES ☐ NO ☐
ASSESSED VALUE: LAND $ ______ TAXES $ ______ YEAR ______
NEIGHBORHOOD DESCRIPTION: [illegible] uses and homes. [illegible] Service Station on NE cor. of intersection; East Side Market on SW corner; used car lot on NW corner.
COMPARED WITH NEIGHBORHOOD, THIS PROPERTY IS: AVERAGE ☒ ABOVE AVE. ☐ BELOW AVE. ☐

DESCRIBE LAND BASED UPON FEATURES RELATED TO ITS HIGHEST AND BEST USE: Location is on the southeast corner of Lancaster Dr. and Silverton Rd. intersection. Arctic Circle drive in on corner owned by another party and not included. Rectangular shaped parcel with 604 feet fronting Lancaster and 431.64 feet on Silverton Road. Level topography. Sewer and public water. Only the north part of property used for display & storage of mobile homes and trailers. Large south portion tillable and in grass. A few large oak trees. Minimum improvements other than blacktop and grave

Negotiations were over a period of several months with Grabenhorst Realty representing th buyer. First transaction was July, 1973, with a deed to Safeway for the Clara Malm Estat (continued below in remarks)

DESCRIBE ACCESS AND ACCESSABILITY: Excellent. Unrestricted. Level with grade of both streets. 4-lane traffic on Lancaster and 2-lane on Silverton Road.

VERIFIED WITH:

NAME Earl Malm ADDRESS 4080 Silverton Road. N. E.
PHONE 581-2496 RELATIONSHIP TO SALE seller

NAME Jeff Walton of Grabenhorst Bros. Realty ADDRESS 198 Liberty St., S. E.
PHONE 362-2471 RELATIONSHIP TO SALE broker involved

NAME ______ ADDRESS ______
PHONE ______ RELATIONSHIP TO SALE ______

REMARKS AND MOTIVES: (continued from above) parcel (75x250) fronting Lancaster for a co deration of $32,000. Later, Malm acquired the adjoining 100' x 250' lot from Henry Spe for $30,000 and, on 10-4-73, deeded this and the balance of his sales yard to Safeway for $292,000. Deed consideration stated as being $324,000 is incorrect. During this time, bought the adjoining 5.25 acres on the east (see Sale #2-[illegible]) for relocating. In April, 1 Safeway then deeded to Kaiser Aetna Development Corp. of Los Angeles on a sale-lease bac agreement for a stated $324,000. New owner specializes in shopping center development.

DATE OF SALE [illegible] USES PERMITTED, AS ZONED [illegible]
ZONE CR
APPRAISER'S OPINION OF HIGHEST AND BEST USE AT DATE OF SALE commercial
PRESENT USE mobile home & trailer sales yard
RECORDING DATA 762-370/363 and 779-283
TOTAL LAND AREA 8.82 acres UNIT PRICE $36,735 per A. DIMENSIONS see sketch on back
84¢ per sq. ft.
TRANSFER BY: DEED [x] CONTRACT [ ]
FINANCING: CASH [ ] CONVENTIONAL LOAN [ ] PRIVATE [ ] CONTRACT [ ]
OTHER
INTEREST RATE %
TERMS OF SALE: DOWN PAYMENT $
MONTHLY PAYMENT $ TERM OF PAYMENTS YEARS
DO PAYMENTS INCLUDE: INSURANCE, YES [ ] NO [ ], TAXES, YES [ ] NO [ ]
ASSESSED VALUE: LAND $ TAXES $ YEAR
NEIGHBORHOOD DESCRIPTION: Mixed businesses and homes. New Arco Station on NE cor. of intersection; East Side Market on SW corner; used car lot on NW corner.
COMPARED WITH NEIGHBORHOOD, THIS PROPERTY IS: AVERAGE [x] ABOVE AVE. [ ] BELOW AVE. [ ]

DESCRIBE LAND BASED UPON FEATURES RELATED TO ITS HIGHEST AND BEST USE: Location is on the southeast corner of Lancaster Dr. and Silverton Rd. intersection. Arctic Circle drive in on corner owned by another party and not included. Rectangular shaped parcel with 604 feet fronting Lancaster and 431.64 feet on Silverton Road. Level topography. Sewer and public water. Only the north part of property used for display & storage of mobile homes and trailers. Large south portion tillable and in grass. A few large oak trees. Minimum improvements other than blacktop and grave

Negotiations were over a period of several months with Grabenhorst Realty representing t buyer. First transaction was July, 1973, with a deed to Safeway for the Clara Halm Estat

(continued below in remarks

DESCRIBE ACCESS AND ACCESSABILITY: Excellent. Unrestricted. Level with grade of both streets. 4-lane traffic on Lancaster and 2-lane on Silverton Road.

VERIFIED WITH:

NAME Earl Halm
PHONE 581-2496
ADDRESS 4080 Silverton Road. N. E.
RELATIONSHIP TO SALE seller

NAME Jeff Walton of Grabenhorst Bros. Realty
PHONE 362-2471
ADDRESS 198 Liberty St., S. E.
RELATIONSHIP TO SALE broker involved

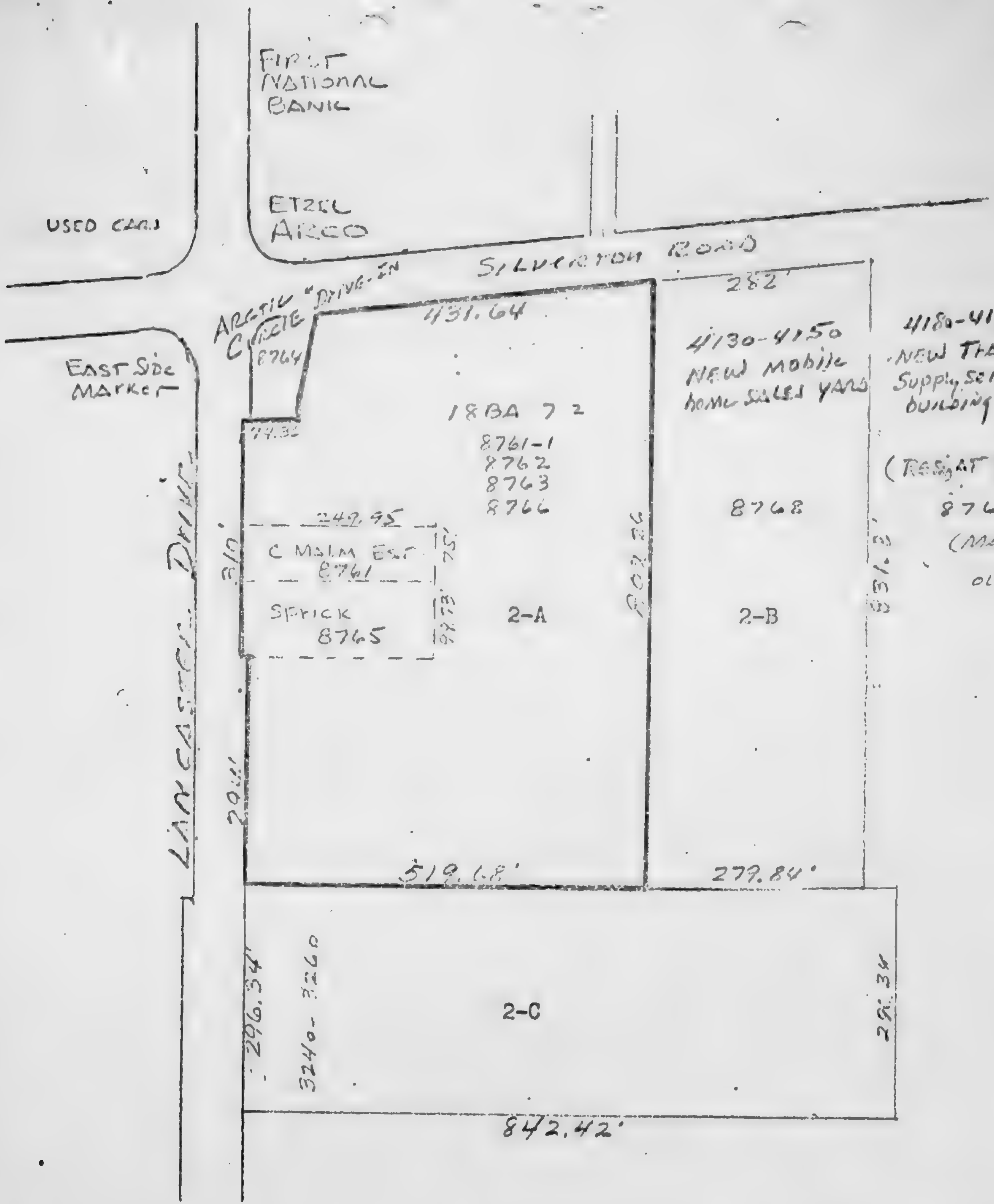
NAME
PHONE
ADDRESS
RELATIONSHIP TO SALE

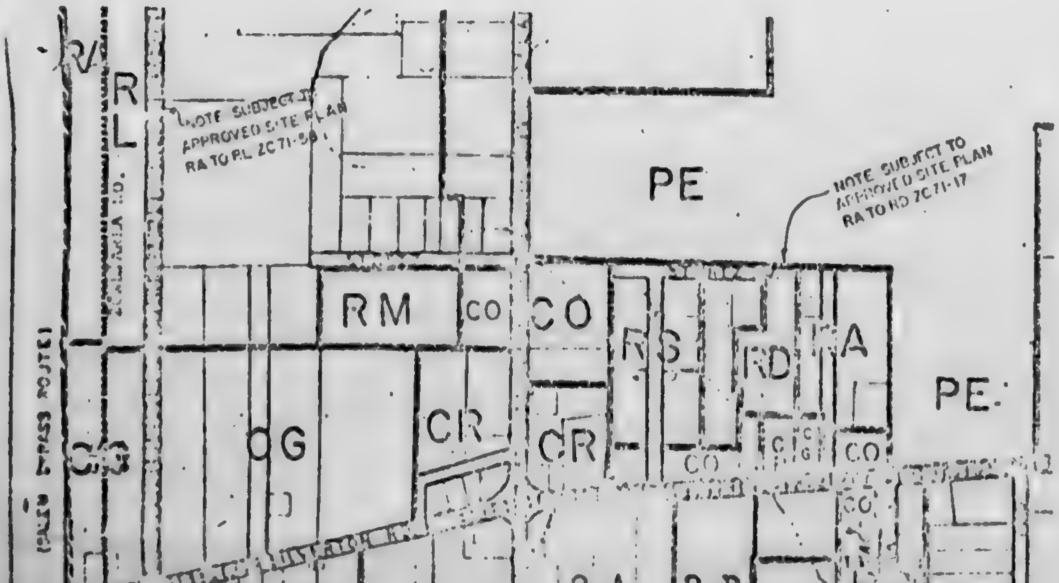
REMARKS AND MOTIVES: (continued from above) parcel (75x250) fronting Lancaster for a co deration of $32,000. Later, Halm acquired the adjoining 100' x 250' lot from Henry Spe for $30,000 and, on 10-4-73, deeded this and the balance of his sales yard to Safeway fo $292,000. Deed consideration stated as being $324,000 is incorrect. During this time, bought the adjoining 5.25 acres on the east (see Sale #2-[illegible]) for relocating. In April, Safeway then deeded to Kaiser Aetna Development Corp. of Los Angeles on a sale-lease ba agreement for a stated $324,000. New owner specializes in shopping center development.

I DO [x] DO NOT [ ] CONSIDER THIS SALE REPRESENTATIVE OF THE MARKET.
On high side of market. See other side.
THIS SALE IS A SALE OF A REMAINDER PROPERTY FROM A FORMER RIGHT OF WAY OR OTHER EMINENT DOMAIN TAKING. YES [ ] NO [x]

DATE INSPECTED 6-27-74 SIGNED

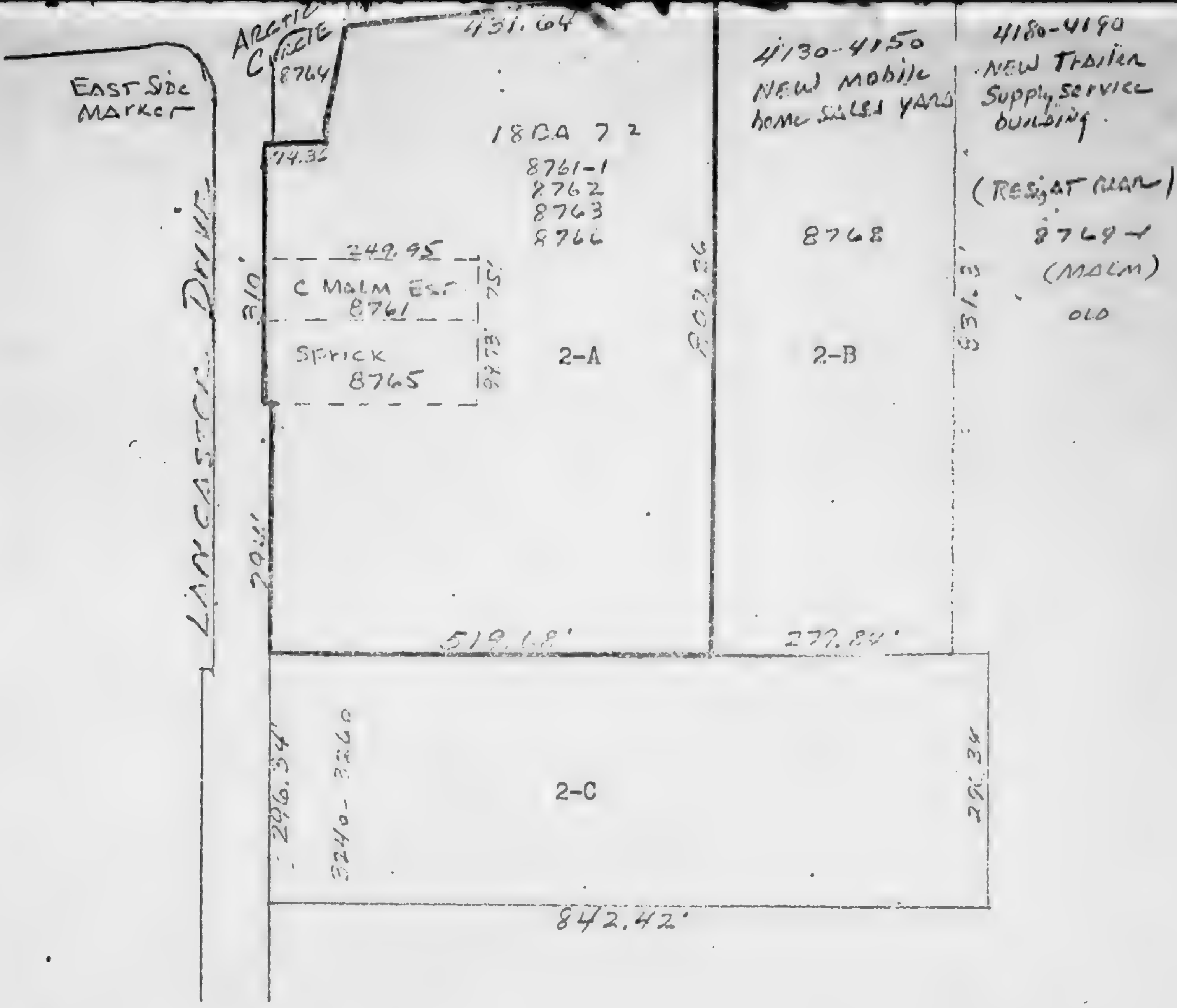
Form 81-734-
(Form E-719)
Rev. 6-11-

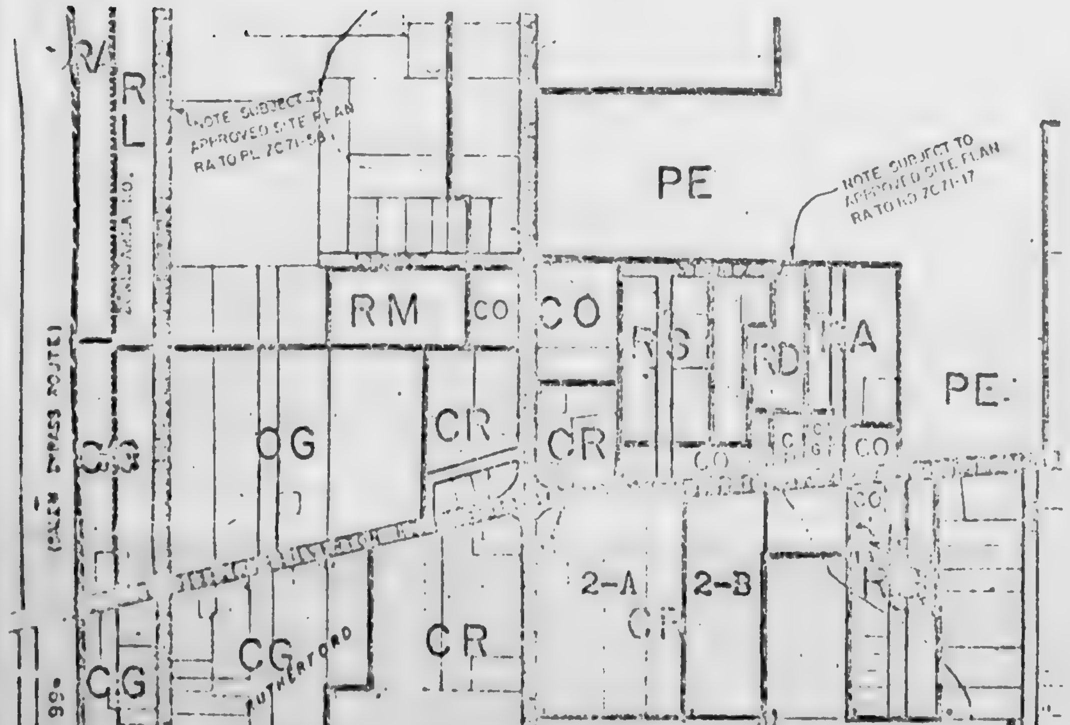

FIRST NATIONAL BANK
USED CARS
ETZEL ARCO
SILVERTON ROAD
ARCTIC "CIRCLE" DRIVE-IN
8764
East Side Market
LANCASTER DRIVE
431.64
282'
4130-4150 NEW Mobile home sales yard
4180-4190 NEW Trailer Supply service building
(Tresgat Mlm)
8764-1
(MALM)
OLD
18BA 7 2
8761-1
8762
8763
8766
8768
249.95
C MALM EST 8761
SPRICK 8765
75'
99.73
74.32
310'
290'
2-A
2-B
519.68'
279.84'
246.34'
3240-3260
2-C
842.42'


RL
NOTE SUBJECT TO APPROVED SITE PLAN RA TO RL ZC71-38
PE
NOTE SUBJECT TO APPROVED SITE PLAN RA TO RD ZC71-17
RM
CO
CO
RS
RD
RA
PE
CG
CG
CR
CR
CO
CO
2-A
2-B
CR
CG
CR
CG
RUTHERFORD
99

Mr. Malm advises that Coburn Grabenhorst contacted him in trying to fin a suitable location for Safeway. He put an asking price of $390,000 on the property, including the Spric parcel, which Safeway rejected - the countered with an offer of $324,000 which he decided to accept. Reason for the long delay was that Safeway didn't exercise their option until it was about to expire.

Mr. Walton of Grabenhorst Bros. informed me that the property was almost exactly what Safeway wanted in respect to size and location.


East Side Marker
Arctic Circle
8764
431.64
4130-4150
New Mobile home Sales yard
4180-4190
New Trailer Supply service building
74.32
18BA 7 2
8761-1
8762
8763
8766
(Resigat Plan)
8768
8769-1
(Malm)
old
249.95
C Malm Est
8761
75'
310'
Sprick
8765
2-A
2-B
Lancaster Drive
294'
519.68'
272.84'
296.34'
3240-3260
2-C
296.34'
842.42'


R/W
R L
NOTE: SUBJECT TO APPROVED SITE PLAN
PE
NOTE: SUBJECT TO APPROVED SITE PLAN
RM
CO
CO
RS
RD
A
PE
CG
CG
CR
CR
CO
CO
CO
2-A
2-B
CR
CG
CR
RS
CG
RUTHERFORD
US 99E
2-C
FRUIT
RM
RA
RA

Mr. Malm advises that Coburn Grabenhorst contacted him in trying to fin a suitable location for Safeway. He put an asking price of $390,000 on the property, including the Spric parcel, which Safeway rejected - the countered with an offer of $324,000 which he decided to accept. Reason for the long delay was that Safeway didn't exercise their option until it was about to expire.

Mr. Walton of Grabenhorst Bros. informed me that the property was almost exactly what Safeway wanted in respect to size and location.

UNIMPROVED LAND COMPARABLE SAL

SALE No. 2-B
FILE No. 45011

CEMENT PHOTOS ON BACK (TUMBLE HEAD).

ADDRESS 4130-4150 Silverton Road, N. E.

CITY Salem SEC. [illegible] TWP. [illegible] RANGE 2W COUNTY Marion TAX LOT 8762
LOT NO. ______ BLOCK NO. ______ SUBDIVISION ______
GRANTOR [illegible] GRANTEE Earl L. Halm
DATE OF SALE 7-73 CONSIDERATION $ 70,000 IF RENTED, RATE PER MONTH $ ______
ZONE CR USES PERMITTED, AS ZONED commercial retail
APPRAISER'S OPINION OF HIGHEST AND BEST USE AT DATE OF SALE commercial
PRESENT USE two old dwellings on property at time of sale (rental homes)
RECORDING DATA [illegible]
TOTAL LAND AREA 5.25 acres UNIT PRICE $13,333/acre DIMENSIONS 279.84' x 816.78'
TRANSFER BY: DEED [x] CONTRACT [ ]
FINANCING: CASH [ ] CONVENTIONAL LOAN [ ] PRIVATE [ ] CONTRACT [ ]
OTHER ______
TERMS OF SALE: DOWN PAYMENT $ ______ INTEREST RATE ______ %
MONTHLY PAYMENT $ ______ TERM OF PAYMENTS ______ YEARS
DO PAYMENTS INCLUDE: INSURANCE, YES [ ] NO [ ], TAXES, YES [ ] NO [ ]
ASSESSED VALUE: LAND $ ______ TAXES $ ______ YEAR ______
NEIGHBORHOOD DESCRIPTION: Mixed business & residential acreage.

COMPARED WITH NEIGHBORHOOD, THIS PROPERTY IS: AVERAGE [x] ABOVE AVE. [ ] BELOW AVE. [ ]

DESCRIBE LAND BASED UPON FEATURES RELATED TO ITS HIGHEST AND BEST USE: Located on the south side 282 feet frontage of Silverton Road a few hundred feet east of Lancaster Drive. Purchaser's large mobile home & trailer sales lot adjoins west side, occupying 8+ acres with frontage on both Silverton Road and Lancaster. Two small commercial-industrial properties north across Silverton Road. Homes northwest and east. Buyer also owned the acreage tract on the east side of this property of which only the north portion was zoned commercial. Level land improved with two old dwellings, both with 2nd floors and 4-bedrooms. Numerous large oak trees in front. Landscaped yards. Rear acreage in tillable farm land and fruit trees.

DESCRIBE ACCESS AND ACCESSABILITY: Level with road grade.

VERIFIED WITH:

NAME Earl Halm ADDRESS 4180 Silverton Road, N. E.
PHONE 581-2495 RELATIONSHIP TO SALE buyer

NAME ______ ADDRESS ______
PHONE ______ RELATIONSHIP TO SALE ______

NAME ______ ADDRESS ______
PHONE ______ RELATIONSHIP TO SALE ______

REMARKS AND MOTIVES: After optioning his corner 8.8 acres to Safeway in late spring, the buyer acquired this property for relocating his mobile home-trailer sales yard. He one of the houses and removed the large oak trees in front. Then built an office plus building and blacktop paved the front half. Also erected a steel warehouse type build (trailer service & supply) on his adjoining acreage on the east. The seller had acquired this 5.25 acres in September, 1972, for $50,000 from Eldon L. Olson. Was earlier list [illegible] didn't sell. Mr. Halm advises that Olso

RECORDING DATA 757-130 and [illegible]
TOTAL LAND AREA 5.25 acres UNIT PRICE $13,333/acre DIMENSIONS 279.84' x 816.78'
TRANSFER BY: DEED [x] CONTRACT [ ]
FINANCING: CASH [ ] CONVENTIONAL LOAN [ ] PRIVATE [ ] CONTRACT [ ]
OTHER ______ INTEREST RATE ______ %
TERMS OF SALE: DOWN PAYMENT $ ______ TERM OF PAYMENTS ______ YEARS
MONTHLY PAYMENT $ ______
DO PAYMENTS INCLUDE: INSURANCE, YES [ ] NO [ ], TAXES, YES [ ] NO [ ]
ASSESSED VALUE: LAND $ ______ TAXES $ ______ YEAR ______
NEIGHBORHOOD DESCRIPTION: Mixed business & residential acreage.

COMPARED WITH NEIGHBORHOOD, THIS PROPERTY IS: AVERAGE [x] ABOVE AVE. [ ] BELOW AVE. [ ]

DESCRIBE LAND BASED UPON FEATURES RELATED TO ITS HIGHEST AND BEST USE: Located on the south side/282 feet frontage of Silverton Road a few hundred feet east of Lancaster Drive. Purchaser's large mobile home & trailer sales lot adjoins west side, occupying 8+ acres with frontage on both Silverton Road and Lancaster. Two small commercial-industrial properties north across Silverton Road. Homes northwest and east. Buyer also owned the acreage tract on the east side of this property of which only the north portion was zoned commercial. Level land improved with two old dwellings, both with 2nd floors and 4-bedrooms. Numerous large oak trees in front. Landscaped yards. Rear acreage in tillable farm land and fruit trees.

DESCRIBE ACCESS AND ACCESSABILITY: Level with road grade.

VERIFIED WITH:

NAME Earl Malm
PHONE [illegible]
ADDRESS 4180 Silverton Road, N. E.
RELATIONSHIP TO SALE buyer

NAME ______
PHONE ______
ADDRESS ______
RELATIONSHIP TO SALE ______

NAME ______
PHONE ______
ADDRESS ______
RELATIONSHIP TO SALE ______

REMARKS AND MOTIVES: After optioning his corner 8.8 acres to Safeway in late spring,
the buyer acquired this property for relocating his mobile home-trailer sales yard.
one of the houses and removed the large oak trees in front. Then built an office plu
building and blacktop paved the front half. Also erected a steel warehouse type buil
(trailer service & supply) on his adjoining acreage on the east. The seller had acq
this 5.25 acres in September, 1972, for $50,000 from Eldon L. Olson. Was earlier list
with Baron Cooley Real Estate for $54,000 but didn't sell. Mr. Malm advises that Ols
(see back)

I DO [x] DO NOT [ ] CONSIDER THIS SALE REPRESENTATIVE OF THE MARKET.

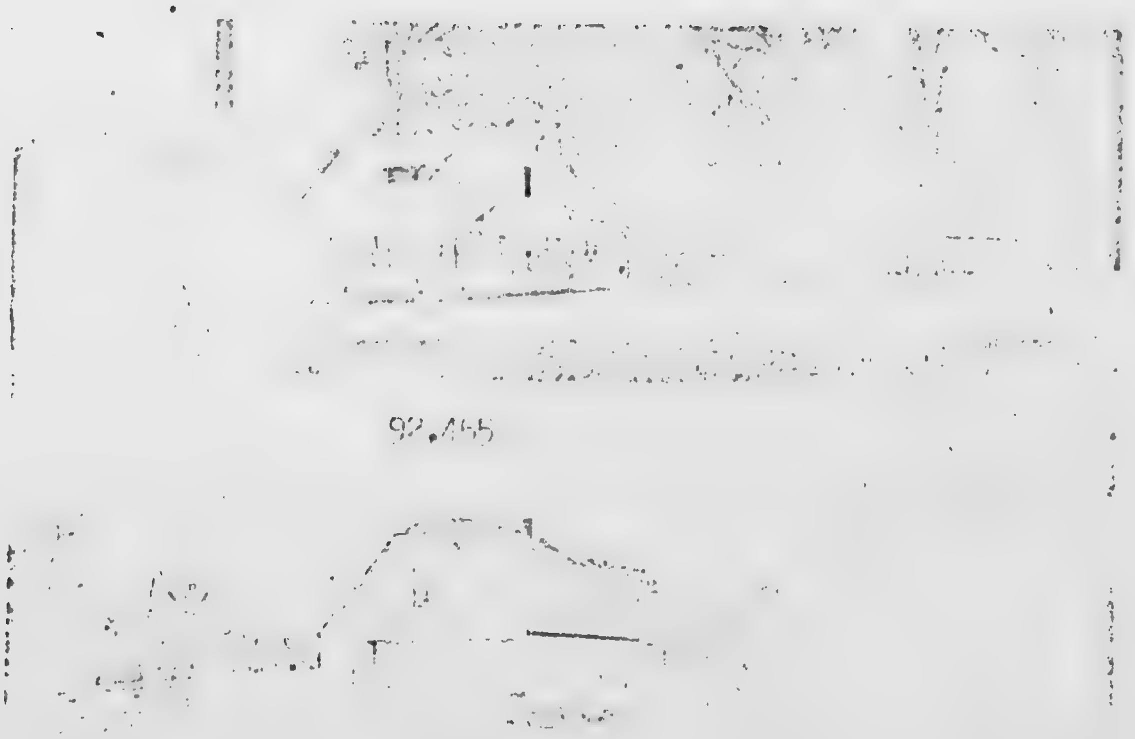
THIS SALE IS A SALE OF A REMAINDER PROPERTY FROM A FORMER RIGHT OF WAY OR OTHER EMINENT DOMAIN TAKING. YES [ ] NO [x]

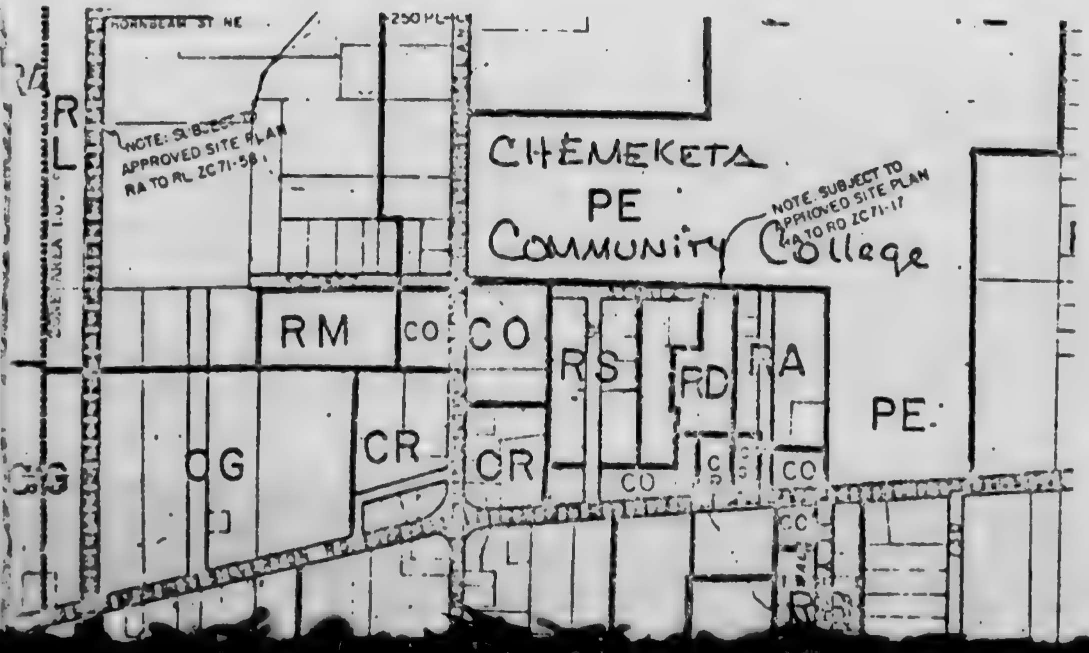
DATE INSPECTED 6-27-74 SIGNED
D. L. [illegible]

Form 81-734
(Form E-71
Rev. 6-1

(remarks, continued)

made numerous attempts to interest him in buying this land earlier - prior to selling to Schindler.




HORNBEAM ST NE
250 PL
R
L
NOTE: SUBJECT TO APPROVED SITE PLAN RA TO RL ZC71-58
CHEMEKETA
PE
COMMUNITY College
NOTE: SUBJECT TO APPROVED SITE PLAN RA TO RD ZC71-17
RM
CO
CO
RS
RD
RA
PE
CG
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CR
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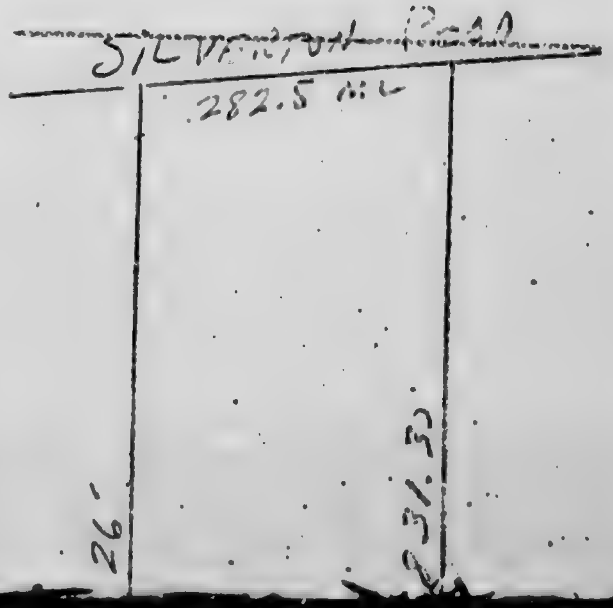
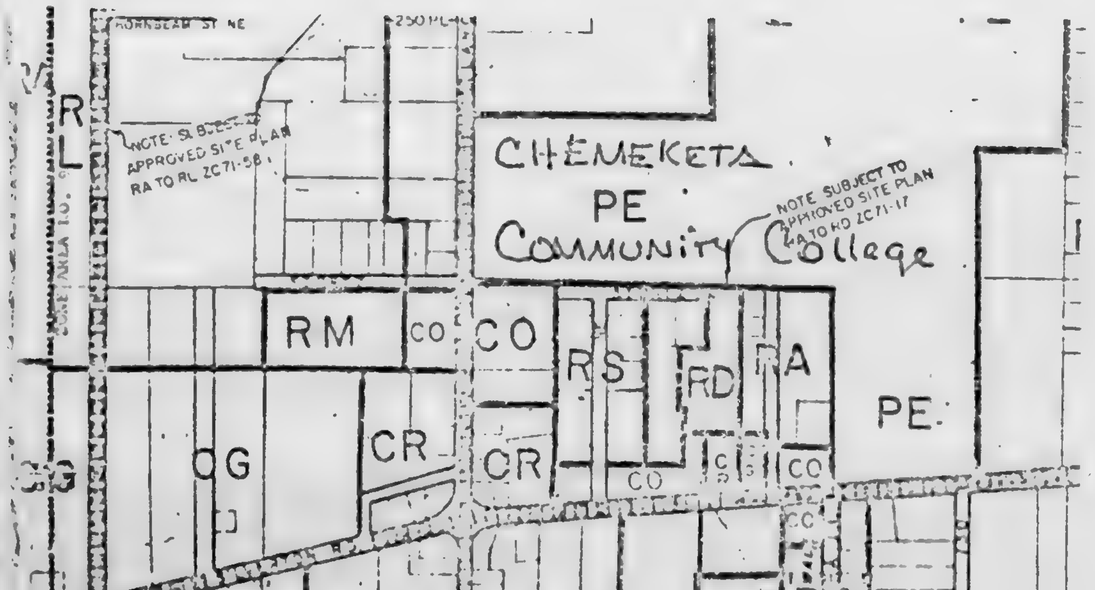

SILVERTON Road
282.5
26'
231.5


HORNBEAM ST NE
250 PL
R
L
NOTE: SUBJECT TO APPROVED SITE PLAN RA TO RL ZC71-58
CHEMEKETA
PE
COMMUNITY College
NOTE SUBJECT TO APPROVED SITE PLAN RA TO RD ZC71-17
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RUTHERFORD
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FRUIT
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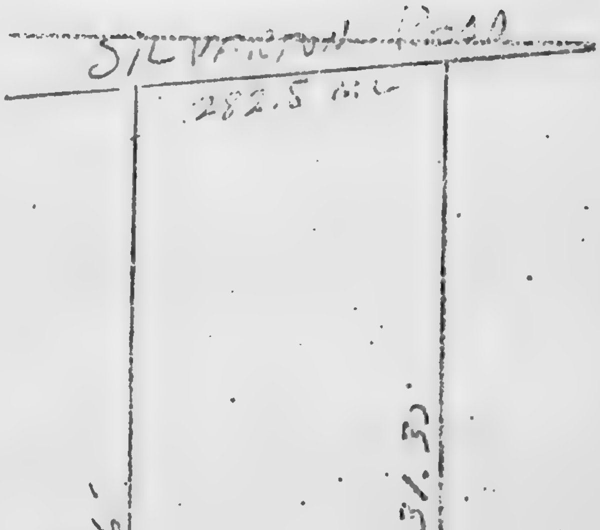
TRACT
250 PL
RM
RA
RM
GLENDALE


Silverton Road
282.5
231.5

FILE NO. 48520

## 40. DETAILED DESCRIPTION OF THE TAKING

Within the taken area is the following:

1.) 0.09 acre of commercial land, in fee

2.) 0.14 acre, temporary easement only

3.) Parts of drives. (State will re-establish)

4.) Some shade trees. (Do not add value.)

TOTAL VALUE OF THE TAKING IS ALLOCATED AS FOLLOWS:

41. LAND:

| | LAND CLASS | AREA | UNIT | UNIT PRICE | | |
|---|---|---|---|---|---|---|
| 1. | Commercial | 0.09 | (AC.)~~(SQ.FT.)~~ | AT$24,000 | $2,160 | |
| 2. | Commercial | 0.14 | (AC.)~~(SQ.FT.)~~ | AT$ | $ 50 (temporary easement) | |
| 3. | | | (AC.)(SQ.FT.) | AT$ | $ | |
| 4. | | | (AC.)(SQ.FT.) | AT$ | $ | |
| 5. | | | (AC.)(SQ.FT.) | AT$ | $ | |
| 6. | | | (AC.)(SQ.FT.) | AT$ | $ | |
| | TOTAL FOR LAND | | | | | $2,210 |

42. IMPROVEMENTS IN TAKING:

| | | | |
|---|---|---|---|
| 1. | None that add enhancement | $-0- | |
| 2. | | $ | |
| 3. | | $ | |
| 4. | | $ | $ -0- |

43. TOTAL FOR LAND AND IMPROVEMENTS $2,210

44. DAMAGES TO REMAINING LAND:

| LAND CLASS | AREA | UNIT | UNIT PRICE | |
|---|---|---|---|---|
| | | (AC.)(SQ.FT.) | AT$ | $ |
| | | (AC.)(SQ.FT.) | AT$ | $ |
| | | (AC.)(SQ.FT.) | AT$ | $ |

2.) 0.14 acre, temporary easement only

3.) Parts of drives. (State will re-establish)

4.) Some shade trees. (Do not add value.)

TOTAL VALUE OF THE TAKING IS ALLOCATED AS FOLLOWS:

41. LAND:

| | LAND CLASS | AREA | UNIT | UNIT PRICE | |
|---|---|---|---|---|---|
| 1. | Commercial | 0.09 | (AC.)~~(SQ.FT.)~~ | AT$24,000 | $2,160 |
| 2. | Commercial | 0.14 | (AC.)~~(SQ.FT.)~~ | AT$ | $ 50 (temporary easement) |
| 3. | | | (AC.)(SQ.FT.) | AT$ | $ |
| 4. | | | (AC.)(SQ.FT.) | AT$ | $ |
| 5. | | | (AC.)(SQ.FT.) | AT$ | $ |
| 6. | | | (AC.)(SQ.FT.) | AT$ | $ |

TOTAL FOR LAND - - - - - - - - - - - - - - - - - - - - - - - - - - - - - $2,210

42. IMPROVEMENTS IN TAKING:

1. None that add enhancement $ -)-
2. $
3. $
4. $ $ -0-

43. TOTAL FOR LAND AND IMPROVEMENTS - - - - - - - - - - - - - - - - $2,210

44. DAMAGES TO REMAINING LAND:

| LAND CLASS | AREA | UNIT | UNIT PRICE | |
|---|---|---|---|---|
| | | (AC.)(SQ.FT.) | AT$ | $ |
| | | (AC.)(SQ.FT.) | AT$ | $ |
| | | (AC.)(SQ.FT.) | AT$ | $ |

45. DAMAGES TO REMAINING OR PARTIALLY TAKEN IMPROVEMENTS:

REMAINING $

PARTIALLY TAKEN $

DAMAGES TO LANDSCAPING $

DAMAGES, OTHER $

46. TOTAL DAMAGES $

47. SPECIAL BENEFITS $

48. NET TOTAL DAMAGES (TOTAL DAMAGES MINUS SPECIAL BENEFITS) $

49. JUST COMPENSATION $2,250*

50. ALLOWANCE FOR FENCING R/W:____(RDS.)(FT.) AT$________PER UNIT $________

*Rounded off

# CERTIFICATE OF APPRAISER

I hereby certify: that on * August 26, 1975 (date)(s), I personally made a field inspection of the property herein appraised and have afforded the property owner or his personally designated representative the opportunity to accompany me at the time of inspection. I have also personally made a field inspection of the comparable sales relied upon in making said appraisal. The subject and the comparable sales relied upon in making said appraisal were as represented in said appraisal.

That to the best of my knowledge and belief the statements contained in the appraisal herein set forth are true, and the information upon which the opinions expressed herein are based is correct; subject to the limiting conditions herein set forth.

That I understand that such appraisal may be used in connection with the acquisition of property for a project to be constructed by the State of Oregon with the assistance of Federal-aid highway funds or other Federal funds.

That such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal of property for such purposes; and that to the best of my knowledge, no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State.

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the acquiring agency of said State or officials of the Federal Highway Administration and I will not do so until so authorized by said State officials, or until I am required to do so by due process of law. It is clearly understood by me that this appraisal has been requested by the Oregon State Highway Division for the purposes of negotiations or contemplated or pending litigation to acquire the property evaluated herein; that I will provide such additional appraisal services as may be requested by the Oregon State Highway Division in the valuation of this property; and, if called upon to do so, I will defend this appraisal in court.

That any decrease or increase in the fair market value of the real property herein appraised, prior to the date of valuation, which decrease or increase, other than that due to physical deterioration within the reasonable control of the owner(s), was caused by the public improvement for which the property is being acquired, or by the likelihood that the property would be acquired for such improvement, has been disregarded in determining the compensation for the property.

That my opinion of just compensation for the acquisition, including damages, if any, to the remaining property, as of the **26th day of August 1975 is ***$2,250.00 based upon my independent appraisal and the exercise of my professional judgement, and that the conclusion set forth in this appraisal was reached without collaboration or direction as to value.

**August 29, 1975**
(Date)

(Signature) **ROBERT C. FRIESS**

That to the best of my knowledge and belief the statements contained in the appraisal herein set forth are true, and the information upon which the opinions expressed herein are based is correct; subject to the limiting conditions herein set forth.

That I understand that such appraisal may be used in connection with the acquisition of property for a project to be constructed by the State of Oregon with the assistance of Federal-aid highway funds or other Federal funds.

That such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal of property for such purposes; and that to the best of my knowledge, no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State.

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the acquiring agency of said State or officials of the Federal Highway Administration and I will not do so until so authorized by said State officials, or until I am required to do so by due process of law. It is clearly understood by me that this appraisal has been requested by the Oregon State Highway Division for the purposes of negotiations or contemplated or pending litigation to acquire the property evaluated herein; that I will provide such additional appraisal services as may be requested by the Oregon State Highway Division in the valuation of this property; and, if called upon to do so, I will defend this appraisal in court.

That any decrease or increase in the fair market value of the real property herein appraised, prior to the date of valuation, which decrease or increase, other than that due to physical deterioration within the reasonable control of the owner(s), was caused by the public improvement for which the property is being acquired, or by the likelihood that the property would be acquired for such improvement, has been disregarded in determining the compensation for the property.

That my opinion of just compensation for the acquisition, including damages, if any, to the remaining property, as of the **26th day of August 1975 is ***$2,250.00 based upon my independent appraisal and the exercise of my professional judgement, and that the conclusion set forth in this appraisal was reached without collaboration or direction as to value.

August 29, 1975
(Date)

(Signature) ROBERT C. FRIESS

* Dates subject was inspected
** Date of valuation
*** Value of property to be acquired

Page ____

PHOTO RECORD OF SUBJECT PROPERTY

FILE No. 48520

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING Easterly
TAKEN BY Robert C. Friess
DATE TAKEN 8/25/75

COMMENTS:

R/W from sidewalk.

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING Easterly
TAKEN BY Robert C. Fries
DATE TAKEN 8/25/75

COMMENTS:

Facing easterly from curbed approach. Ditch in background.

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING Westerly
TAKEN BY Robert C. Friess
DATE TAKEN 8/25/75

COMMENTS:

Facing westerly along R/W. Open ditch on right. Improvements in background.

SUBJECT AT ENG. STA. __________
TAKEN FROM ENG. STA. __________
FACING Easterly
TAKEN BY Robert C. Fries
DATE TAKEN 8/25/75

COMMENTS:

Facing easterly from curbed approach. Ditch in background.

SUBJECT AT ENG. STA. __________
TAKEN FROM ENG. STA. __________
FACING Westerly
TAKEN BY Robert C. Friess
DATE TAKEN 8/25/75

COMMENTS:

Facing westerly along R/W. Open ditch on right. Improvements in background.

## PHOTO RECORD OF SUBJECT PROPERTY

Subject at Eng. Sta.__________
Taken from Eng. Sta.__________
Facing Westerly
Taken by Robert C. Friess
Date Taken 8/25/75

Comments:

Facing westerly along R/W. Improvements in background. Trees may be taken.

Subject at Eng. Sta.__________
Taken from Eng. Sta.__________
Facing__________
Taken by Friess
Date Taken 8/25/75

Comments:

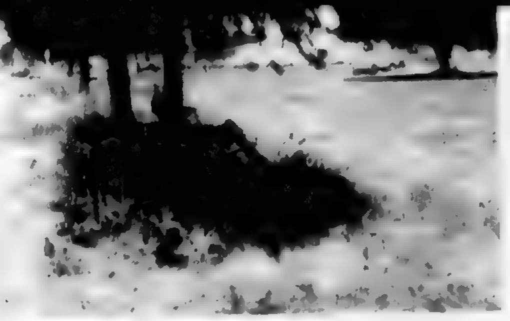
New building under construction.

Subject at Eng. Sta.__________
Taken from Eng. Sta.__________
Facing__________
Taken by Friess
Date taken 8/25/75

Comments:

Present Toyota showroom.

Facing westerly along R/W. Improvements in background. Trees may be taken.



SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING
TAKEN BY Friess
DATE TAKEN 8/25/75

COMMENTS:

New building under construction.

SUBJECT AT ENG. STA.
TAKEN FROM ENG. STA.
FACING
TAKEN BY Friess
DATE TAKEN 8/25/75

COMMENTS:

Present Toyota showroom.

8-75

P.E.
8/75

JOB COST SUMMARY

TO DATE

7,646.66
[illegible]
7,822.49 **

```
DATE JOB COST SUMMARY                                        AUGUST 1978        PAGE 209

                                                                                GRAND TOTAL
ON OF JOB OR DEPARTMENT
```

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 124-1968

Salem, Oregon
August 15, 1975

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C.O. Fredrickson
REGIONAL ENGINEER

TO: L.E. George
TRAFFIC ENGINEER

SUBJECT: Traffic Signal Investigation
N. Santiam Hwy. @ Lancaster Dr.
25th St.-Lancaster Dr. Section
North Santiam Highway

At the plans review meeting for the upcoming construction project on this section it was suggested that perhaps a traffic signal on Lancaster Drive at the point where the eastbound off-ramp from the North Santiam Highway intersects should be included as part of this project.

A manual count was taken at this intersection on August 1, and 4, 1975. It showed that during a 24-hour period 10,745 vehicles entered the subject intersection. 6,541 (61%) of these entered on the two approached of Lancaster Drive. Approximately two-thirds of the traffic entering from the off-ramp make a left turn and proceed north on Lancaster Drive.

During the period from January 1, 1970 to May 31, 1975 there were 12 reported accidents at this intersection. There were no fatalities but 12 people were injured. Of these 12 accidents 4 were of the type considered preventable by a traffic signal. None of these preventable accidents occurred during the last 12 months of the study period.

The traffic signal warrant comparison sheet shows that the minimum vehicular volume warrant was met at this intersection. 70% of the standard warrants were used since the 85 percentile speed is in excess of 40 MPH in this area. None of the other warrants were close to being met.

Based on the fact that one of the minimum warrants is met at this intersection it is our recommendation that a signal at this intersection be included as part of this construction project.

RAK:bw

cc: Larry Rulien
Hal Versteeg

8/22/75
Traffic concurs and will design
signal accordingly

1 Versteeg ✓
2 A. Olson acg
3 Terpin 1
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 20 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To.
Bring Up
Other

**REFERRED TO**

Beard
Reed
Cole
Semple
Eriksen
[✓ Watson] W
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9388

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 22, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project M1560(-)
25th Street-Lancaster Drive Section
Mission Street & N Santiam Highway
Marion County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. J. H. Versteeg, Road Design Engineer

Your letter of August 13 furnishing the salvage value for the two impact attenuators (Fitch Inertial Barrier) located at the North Santiam Interchange has been reviewed.

We concur that it is in the public interest to salvage this material for a value of $80 each.

G.K. Hosmer
for G. L. Green

8-25-75
cc. Versteeg

RECEIVED
STATE HWY ENGR
AUG 25 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

FAU

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

8-21-75

Attn: County and City Section

SUBJECT: Federal Aid Project No. M-1560(1)

Project Name S. E. 25th St.-Airport Rd. Sec.

Mission St., S. E., FAU 1560

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☐ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ______________________________, Oregon,

this ______________ day of ______________________, 19____.

City of Salem

______________________________
Mayor

______________________________
Recorder

8-21-75
3 copies to Reg. 2

R/W File No. __________

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ● UE
☑ UFE ☑ OB ☐ RE ☐ RPE ☐

15

1859

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 13, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Re: 25th St.-Lancaster Drive Section
Mission St. & N. Santiam Highway
Marion County

Dear Mr. Green:

There are two impact attenuators (Fitch Inertial Barrier) on the subject section to be removed.

We believe it is in the public interest to salvage the Fitch barrels. By doing so these units will be available to the State as replacements at other locations.

We will specify that the units will be removed by State forces after the contractor has removed the sign posts at these locations.

The salvage value of the barrels is considered to be $80.00 each. We will credit the project for the following amount of money. 21 barrels at $80.00 each = $1,680.00.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

RECEIVED
STATE HWY ENGR
AUG 14 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

LKW:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
C. O. Fredrickson
C. G. Swenson
F. T. Lacey
L. K. Watson

Form 81-734-3122

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 24, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: 25th St.-Lancaster Drive Section
FAU 1560 (Mission St. SE) & N. Santiam Highway
Marion County

A plans in hand review was held on the named section at Region II office on July 17, 1975.

Temporary illumination was requested at the Airport Road and Mission Street intersection. Bridge design will add the necessary illumination.

Granular embankment at locations of trees to be deleted. Embankment slopes will be steepened at these locations and toe of slope to be stopped at the drip line of the trees.

Temporary rock surfacing to be placed at abrupt pavement edges.

Topsoil to be placed between curb and existing bike path right of Stations 105± to 112±.

Materials from the new lab building, wasted left of $B_3$ 151± to 156± to be excavated and incorporated within the roadbed embankment.

Ed Hall and Jim Chaney to review inlet locations in the median of I-5 where concrete median barrier is to be placed and make recommendations as to any revisions required.

? → A culvert pipe will be required approximately Station "C" 154± to drain area between I-5 and "C" line. Existing Fitch Barrel Attenuators will be salvaged by maintenance.

The Region requested the metal sight posts be used in place of the flexible guide posts at the gore areas due to excessive maintenance.

It was requested by the Region that a positive barrier be installed on the ramps at the Santiam Interchange. They recommend a concrete median barrier with glare screen. This will be reviewed in the Final Design Unit.

Discussed with Region. They will settle for replacement of the 16" raised divider that now exists. We concur. 8/1/75

The abandoned "C" line ramp will be excavated back to original ground and some landscaping added. This will be referred to the Landscape Unit.

LKW:we
cc: Ed Hall
Floyd T. Lacey
Glenn Hossner, FHWA
Gordon Ballard
T. G. Thompson
Norman Henry
Art Brummitt
James E. Chaney
Gerald Wimer
Bryant Jackmond
C. O. Fredrickson

1 Versteeg ✓
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 24 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

NOTED
L. K.

162

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 29, 1975

FILE: 124-1968

FROM: James E. Chaney
REGION LOCATING ENGINEER

TO: MEMO

SUBJECT: 25th St. SE - Lancaster Dr. Sect.
FAU 1560 (Mission St. NE) &
N. Santiam Hwy.
Marion County

On the morning of July 28, 1975, Lyle Watson, Design Team Supervisor, telephoned to determine if Ed Hall and I had investigated the drainage in the freeway median in the vicinity of the proposed structure widening where concrete median barrier is proposed.

I advised that we had not, but that Jerry Bachle, Ed Hall's assistant, and I would make a review immediately after lunch and would advise.

In addition, Lyle Watson requested an estimate of the excavation quantity expected from the existing "C" Line and the type inlets that could be installed at the gores of the eastbound exit to Lancaster Drive and the westbound entrance from Lancaster Drive.

After Jerry Bachle and I made an inspection of the proposed project, I advised Mr. Watson of the following:

> Estimated excavation from existing "C" Line - 7,700 cu. yds.
>
> Sheet 9, Notes ① & ④. Install Type ME Inlets in the gore at each location. The difference between the finish grade of the North Santiam Highway and the top of the existing culvert pipe does not provide adequately for a standard inlet.
>
> Sheet 7. Mr. Watson and I discussed the freeway median drainage only briefly but will discuss again on the morning of July 29th.

On this morning, Lyle Watson and I discussed the drainage in the freeway median. The existing drainage will be effected by the proposed concrete median barrier.

My tentative proposal, pending the final determination of termini for the concrete median barrier, is as follows:

> Sta. 290+45
> Install Type G-2 Inlet

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout
L. Watson

RECEIVED
JUL 30 1975
ROAD DESIGN SECTION

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1 Watson W
Hager
Watts
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BY FINAL DESIGN ENGINEER

Sta. 290+45 - 292+50
Install 12-inch culvert pipe - 204'
Trench excavation - 70 cu. yds.
Cap existing inlet

Sta. 298+45
Remove existing inlet
Install two Type G-2 Inlets
Install 12-inch culvert pipe - 6'
Trench excavation - 2 cu. yds.

Sta. 298+45 - 200+35
Install 12-inch culvert pipe - 188'
Trench excavation - 64 cu. yds.

Sta. 300+35
Install Type G-2 Inlet

JEC:kp

cc: J. H. Versteeg
C. O. Fredrickson
Ed Hall

162

FORM 81 /'4 1030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OR 97310
July 25, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attn: Lyle Watson

SUBJECT: Concrete Median Barrier
Interstate 5 Interchange
N. Santiam Highway

As requested by your office, we have investigated the need for a concrete median barrier on the portions of the interchange ramps which carry two-way traffic at the N. Santiam Interchange.

An examination of the accident history shows that in the five years from 1970 to date, there have been no reported accidents on the two-way ramps. A study of the ramp terminals reveals that there is no satisfactory way to end a median barrier without creating a safety hazard.

Although there would be benefits in the reduction of glare and in eliminating the possibility of vehicles crossing the centerline, we cannot recommend the installation of concrete median barrier on these ramps due to the safety hazard at the terminals.

TL:pb

for L. E. George
Traffic Engineer

1 [illegible] ✓
2 A. [illegible]
3 [illegible] T
Scott
Swenson
R. Olson
Trout
L. Watson

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JUL 8 1975
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

FAU
Salem

FORM 81-7 14 3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 21, 1975

REGION 2 ENGINEER
RECEIVED

FILE: 124-1968
~~324-1965~~

FROM: James E. Chaney
REGION LOCATING ENGINEER

TO: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: 25th St. SE - Lancaster Dr. Int.
FAU 2009 (Mission St. SE) &
North Santiam Highway
Marion County

Rick Kuehn, Region Traffic Engineer, and I met with Messrs. Ed Sigurdson, Doug Van Dyke, Dave Van Dyke and Lew Garrison of the City of Salem, Department of Public Works, at 11:00 a.m. this date to discuss the preliminary plans for the proposed subject contract project.

The City Engineer recommended the following:

1. Sheet 2H, Paved End Section Grate. "Sg. Edge Flat Bar Spacing," six inches center to center instead of three inches.
2. Sheet 2J. Specify Type B Grate to be used with the Type 2 Inlets.
3. Sheet 3, Eliminate driveways northerly of stations 105+50 and 108+30. Capitol Chevrolet has not yet obtained an access permit. In any event, when a permit is issued, the locations as shown on the plans may not be appropriate.

RECEIVED
COUNTY & CITY SECTION
JUL 31 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐
☑ UPE ☑ CE ☑ RE ☐ RPE ■ UE

At 2:00 p.m., I sat in on a meeting with Don Harwell, P.B. Arensmeier of Project Development and Doug Van Dyke, Dave Van Dyke and Lew Garrison of the City of Salem, Department of Public Works.

Done
H

The City Officials do not feel that the Council will approve the 25th Street SE - Airport Road unit of the Mission Street urban extension unless the landscaping is included in the contract or a plan for separate contract for landscaping is to follow immediately after the completion of the roadway contract on which all conduits have been provided to facilitate an irrigation system. The landscaping plan should not preclude the triangular shaped piece of land bound by the two legs of Turner Road and Mission Street.

I have not read the State-City Agreement, but City Officials advised that landscaping is a requirement of this agreement. ✓

cc Lyle Watson - Please comply w/ first 3 items listed above. There has been some question re 6-inch grate. But it is better than none! now.
cc Roy Olson - Please prepare landscape plan & estimate in units as discussed w/ Skip Spanner
cc Don Harwell, Jim Chaney & E. J. Hall

City Officials would like to review the plan for landscaping the North Santiam Highway between Airport Road and Lancaster Drive and some assurance that the landscape work will be performed in the near future.

JEC/kp

cc: Ed Hall
file

8388 25th St. S.E.-Lancaster Dr. 1976
Intchge. Sec. in S.E. Salem
(Grade,pave,struct.,sign,etc.) #1

C & A 5129 11-12-74
C & A 5522 12-3-75

162
35th - Lancaster

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 18 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up.
Other

223 Highway Building
Salem, Oregon 97310

ROBERT W. STRAUB
xxxxxxxxxx

July 18, 1975

Mr. Paul E. Burket
Administrator
Aeronautics Division
3040 25th Street SE
Salem, Oregon 97310

Dear Mr. Burket:

The attached FAA Form 7460-1 and vicinity drawings are being submitted on the subject project for your review, in compliance with Federal Aviation Regulations.

The project includes roadway widening, resurfacing, and the installation of illumination poles. The location and type of luminaires in the vicinity of the runway approach surface are shown on the attached drawings. The semi-cutoff design of the luminaires directs 80 percent of the light downward at an 80 degree angle, thereby controlling objectional glare to aircraft.

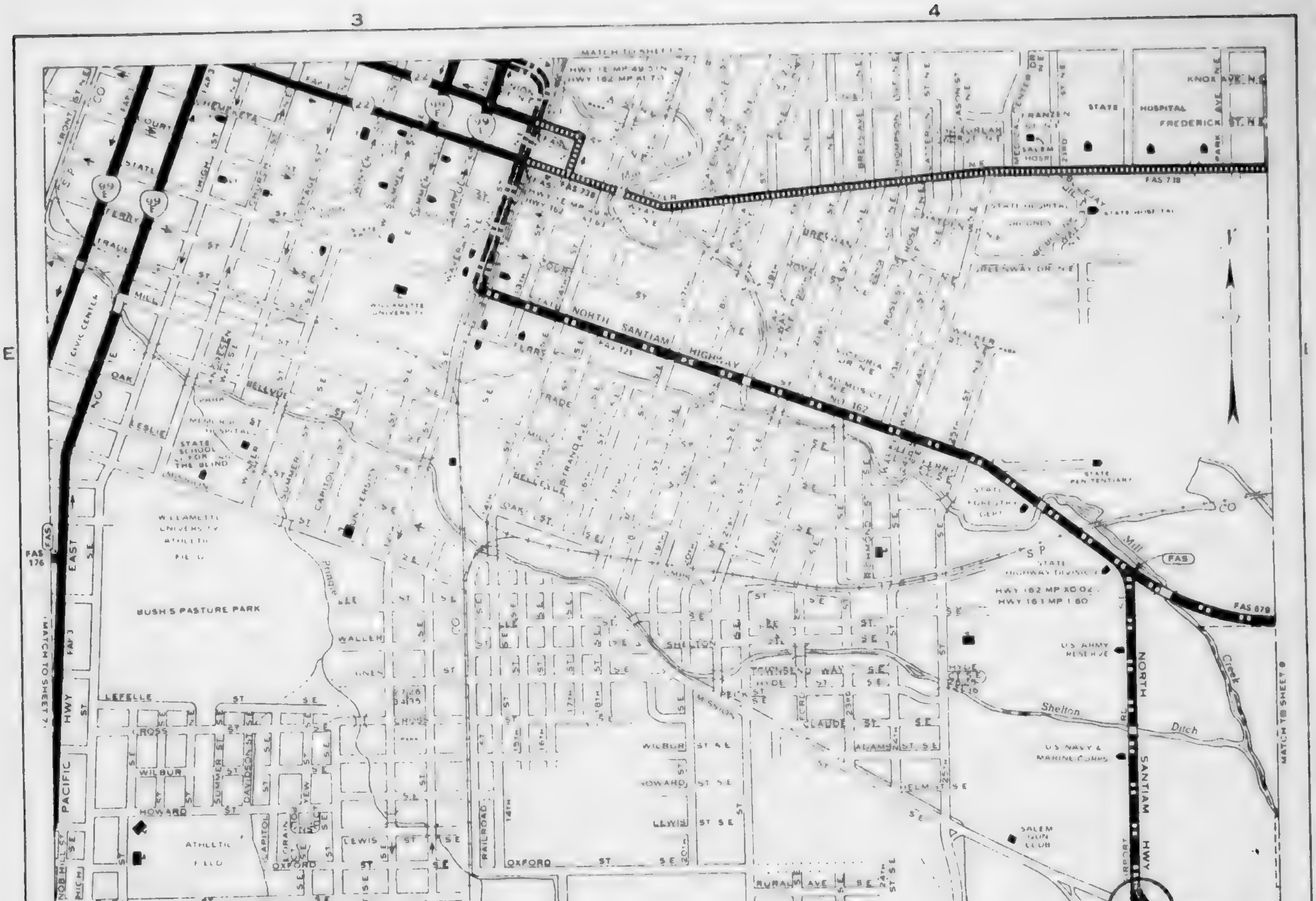
No obstructions to air navigation are anticipated with this project. If you concur, please forward FAA Form 7460-1 to the proper authority.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ADOlson
A. D. Olson
Preliminary Design Engineer

MK:we


3
4
E
F
MATCH TO SHEET 5
MATCH TO SHEET 7
MATCH TO SHEET 9
MATCH TO SHEET 11
NORTH SANTIAM HIGHWAY
NORTH SANTIAM HWY
PACIFIC HWY EAST
STATE HOSPITAL
WILLAMETTE UNIVERSITY ATHLETIC FIELD
BUSH'S PASTURE PARK
STATE PENITENTIARY
STATE HIGHWAY DIVISION
HWY 162 MP X0.02
HWY 161 MP 1.80
U.S. ARMY RESERVE
U.S. NAVY & MARINE CORPS
SALEM GUN CLUB
Shelton Ditch
Mill Creek
Clark Creek
SALEM MUNICIPAL AIRPORT
(McNARY FIELD)
NATIONAL GUARD ARMORY
FAS 738
FAS 121
FAS 879
FAS 176
T. 7-8S., R. 3W., W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHEET ARRANGEMENT
1 2 3 4 5 6 7 8 9 10 11 12 13
Scale in Feet

# SALEM

POLK-MARION CO., OREGON

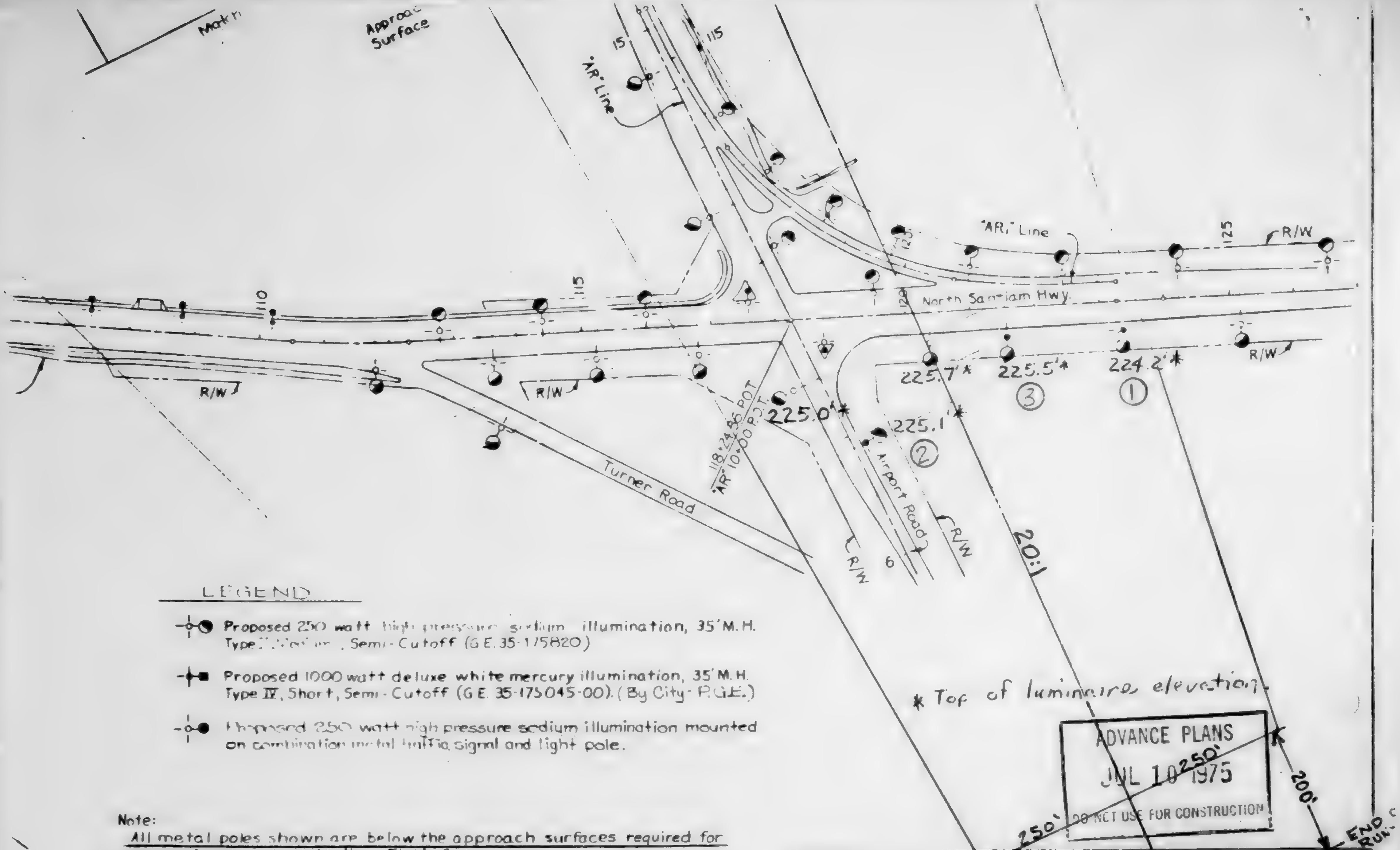
OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,600

Revised April 1973

SHEET 8 OF 13 SHEETS


Match
Approach Surface
"AR" Line
15
115
110
120
125
"AR," Line
R/W
North Santiam Hwy.
225.7'*
225.5'*
224.2'*
③
①
225.0'*
225.1'*
②
Airport Road
Turner Road
6
118+24.56 P.O.T.
"AR" 10+00 P.O.T.
20:1
250'
200'
End of Run
* Top of luminaire elevation

ADVANCE PLANS
JUL 10 1975
DO NOT USE FOR CONSTRUCTION

LEGEND

- ● Proposed 250 watt high pressure sodium illumination, 35' M.H. Type II Medium, Semi-Cutoff (G.E. 35-175820)
- ■ Proposed 1000 watt deluxe white mercury illumination, 35' M.H. Type IV, Short, Semi-Cutoff (G.E. 35-175045-00). (By City - P.G.E.)
- ● Proposed 250 watt high pressure sodium illumination mounted on combination metal traffic signal and light pole.

Note:
All metal poles shown are below the approach surfaces required for runway 16 and 13 Lt at McNary Field - Salem

The proposed roadway illumination level is 1.0 F.C. av. maintained; except:
1. The av. maintained light level is 0.8 F.C. between sta. 122 to 125; between sta "AR," 115 to 122, and between sta. "AR" 13 to 15.
2. The av. maintained light level is 0.6 F.C. between sta. 125 to 127, and between sta "AR" 15 to 17.

APPROVED

BRIDGE ENGINEER
DESIGNED F.A. DIXSON
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC BOOK

| DATE | REVISION |
|---|---|
| | |
| | |
| | |
| | |
| | |

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

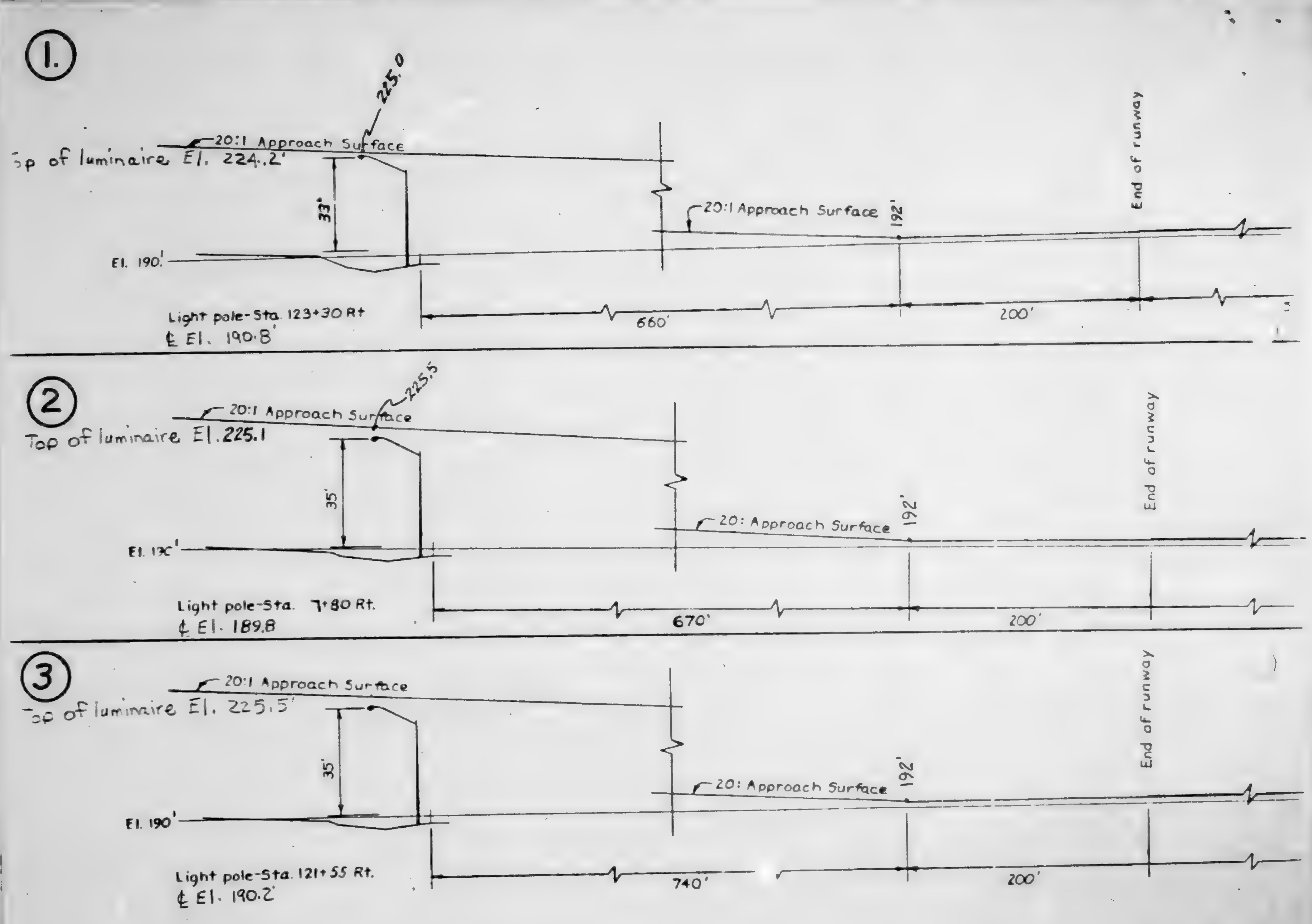
25TH ST. S.E.-LANCASTER DR. INTCHGE SEC.
(MISSION ST. SE) & N. SANTIAM HWY.
MARION COUNTY

PROPOSED ROADWAY ILLUMINATION

DATE MARCH 1975
BRIDGE NO

SHEET 1 OF 2
DRAWING NO

16


①
20:1 Approach Surface
225.0
Top of luminaire El. 224.2'
33'
El. 190'
20:1 Approach Surface
192'
End of runway
Light pole-Sta. 123+30 Rt
℄ El. 190.8'
660'
200'
②
20:1 Approach Surface
225.5
Top of luminaire El. 225.1
35'
El. 190'
20: Approach Surface
192'
End of runway
Light pole-Sta. 7+80 Rt.
℄ El. 189.8
670'
200'
③
20:1 Approach Surface
Top of luminaire El. 225.5'
35'
El. 190'
20: Approach Surface
192'
End of runway
Light pole-Sta. 121+55 Rt.
℄ El. 190.2'
740'
200'

25TH. ST. S.E. - LANCASTER DR. INTERCHANGE SEC. - (MISSION ST. S.E.) & N. SANTIAM HWY. · MARION CO. - SALEM. OREGON

McNARY FIELD -

162

FORM 81 734

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR 97310
July 16, 1975

SUBJECT:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

We recently received and have reviewed the preliminary plans for the construction job on the North Santiam Highway from 25th Street to Lancaster Drive. As a result there are a couple of the design features which I would like for you to review.

Since the speed on the North Santiam Highway is 50 MPH it would appear that a 6 degree reverse curve would be more appropriate than the 10 degree for the left-turn refuge on the east approach to Airport Road.

It was also noted that on the I-5 off ramps at the North Santiam Highway curves are provided at the intersection to make the left turn movements onto the highway easier for vehicles to negotiate.

From a traffic operations viewpoint it would be very desirable to have straight approaches from the off ramps to the North Santiam Highway for traffic making left turns onto the highway. Straight approaches would make signalization easier, provide for better traffic safety, and improve traffic efficiency in comparison with the curved approaches shown on the plans.

If the changes suggested are practical it would be appreciated if you could revise the plans accordingly.

DKH:cr

7/24/75 [illegible] per letter [illegible] Final

7

1 Versteeg ✓
2 A. Olson
3 Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
JUL 17 1975
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

Budget Bureau No. 41-R2068;
U.S.

| | |
|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-9 (REV. 4-61) |
| DATE SUBMITTED TO W.O. | |

# REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | | ADT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | | City St. .24 mi. W. Jct. SR22, E. 0.17 mi. | | 15,000 | 34,000 | 94 | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 spaces) | NATL. FOREST | FH ROUTE NO | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR | PREFIX LETTER(S) | NUMBER-AGR. |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Preliminary Engineering | | | | | | | | M- | 1560(1) |

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

| CARD | CLASS OF FEDERAL FUNDS [1] | COUNTY NAME | | | |
|---|---|---|---|---|---|
| 4 | Urban System | Marion | | | |
| | NAME OF URBAN AREA: Salem | F.A. SYSTEM: Urban System | RTE NO.: U | FEDERAL AID: 1560 | STATE: City |

| CARD 5 LINE NO. | CHNG CODE | PRO-JECT COUNT | CL. | WORK TYPE | STEP | STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | TOTAL COST | FEDERAL FUNDS | STATE FUNDS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 (1 to 15) | 16 | 41 | 42 | 43 - 46 | 53 | | | | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | PE<br>Topics<br>ROW<br>CONST | | ITEM AS NOW PRO-GRAMED<br>Stage 2 | 16 | M-2009(1) | City St. 0.24 mi. W. Jct. SR22, E. 0.17 mi. "25th St.-Airport Road (Salem) Section" | 0.17 | 5,000 | 3,900 | 550(City)<br>550 | Prelim<br>all ph |
| | | | | | | | | | PROJECT TOTAL | 0.17 | 5,000 | 3,900 | 1,100 | |
| 5 | | | | PE<br>Topics<br>ROW<br>CONST | | RE-QUESTED REVISION<br>Stage 2 | 16 | M-1560(1) | City St. 0.24 mi. W. Jct. SR 22, E. 0.17 mi. "25th St.-Airport Road (Salem) Section" | 0.17 | 5,000 (18) (23) | 3,900 (24) (33) | 550(City)<br>550 | Prelim<br>all pha |
| | | | | | | | | | PROJECT TOTAL | 0.17 | 5,000 | 3,900 | 1,100 | |

| CARD | | | |
|---|---|---|---|
| 1 | A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐ | REASON FOR CHANGE: To change the project number and federal aid route number to c present approved urban system route. |
| 1 | COLUMN 14 ⟶ CODE 11 | CODE 2 | |

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

| DATE OF INITIAL APPROVAL: | PROGRAM REVISION REQUESTED | RECOMMENDED | APPRO |
|---|---|---|---|
| October 18, 1974 | DATE: July 15, 1975 | DATE | DATE |
| OTHER: February 20, 1975 | SIGNATURE | SIGNATURE | SIGNATURE |
| | Project Management Engineer | TITLE | TITLE |

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7-15-75

101-5

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## REQUEST FOR APPROVAL
## OF INDIVIDUAL PROJECT PROGRAM CHANGE
## (PPM 21-1 AND 22-1)

| (45 typewriter spaces) | ADT | | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN. CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| mi. W. Jct. SR22, E. 0.17 mi. 65 | | 15,000 | 34,000 (66) (70) | 94 (71) (72) | 10 (74) (75) | Oregon | 41 (2) (3) | W32 4 6 | 16 (14) (18) |

FOR MISCELLANEOUS FUNDS ONLY

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER-AGR. NO. | I PROJECTS ONLY POST MI. MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|
| 62 (63) (65) | (66) (68) | 69 | 70 | 71 | 72 73 | 74 75 | M- 14 23 | 1560(1) 7 13 | (24) (26) | 27 |

an System

| | COUNTY NAME | CODE |
|---|---|---|
| | Marion | 14 047 16 |

| tem | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE | U.S. |
|---|---|---|---|---|---|
| | Urban System | U | 1560 | (32) City St (36) | (37) - - (41) |

| ATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | PROJECT COST TOTAL COST | FEDERAL FUNDS | STATE FUNDS | CHARACTER OF PROPOSED WORK |
|---|---|---|---|---|---|---|---|---|
| TEM AS NOW PRO- RAMED age 2 | 16 | M-2009(1) | City St. 0.24 mi. W. Jct. SR22, E. 0.17 mi. "25th St.-Airport Road (Salem) Section" | (54) (58) 0.17 | (59) (66) 5,000 | (67) (76) 3,900 | 550(City)<br>550 | Preliminary Engineering all phases. |
| | | | PROJECT TOTAL | 0.17 | 5,000 | 3,900 | 1,100 | |
| RE- UESTED EVISION age 2 | 16 | M-1560(1) | City St. 0.24 mi. W. Jct. SR 22, E. 0.17 mi. "25th St.-Airport Road (Salem) Section" | 0.17 | 5,000 (16) (23) | 3,900 (24) (33) | 550(City)<br>550 | Preliminary Engineering all phases. |
| Yes ☐ E 11 | PROJECT WITHDRAWN YES ☐ CODE 2 | | PROJECT TOTAL | 0.17 | 5,000 | 3,900 | 1,100 | |

REASON FOR CHANGE: To change the project number and federal aid route number to correspond with the present approved urban system route.

ects. Prepare a form PR-1 for all

| PROGRAM REVISION REQUESTED | RECOMMENDED | APPROVED |
|---|---|---|
| DATE July 15, 1975 | DATE | DATE |
| SIGNATURE | SIGNATURE | SIGNATURE |
| Project Management Engineer | TITLE | TITLE |

ct to another, or covers joint financing, show both classes of funds involved.

E AFTER 7-1-61

USCOMM-DC 48000-P61

162

DO NOT REMOVE CARBONS

Form Approved. O.M.B. No 004-R0001

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

## NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

**FOR FAA USE ONLY**

AERONAUTICAL STUDY NO. 75-NW-156-OE

FAA will either return this form or issue a separate acknowledgement.

A. The proposed structure:

☐ Does not require a notice to FAA.

☒ Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation.

☐ Should be obstruction ☐ marked ☐ lighted per FAA Advisory Circular 70/7460-1, Chapter(s) ____

☒ Obstruction marking and lighting are not necessary.

☐ Requires supplemental notice. Use FAA form enclosed.

B. FCC was ☐ was not ☒ advised.

REMARKS:

ISSUING OFFICE: N.W. Reg

REVIEWING OFFICER

DATE 10/14/75

1. NATURE OF STRUCTURE (Complete both A and B below)

A. (Check one) ☒ NEW CONSTRUCTION ☐ ALTERATION

B. (Check one) ☒ PERMANENT ☐ TEMPORARY State length of time ____ Mos

2. NAME AND ADDRESS OF INDIVIDUAL COMPANY CORPORATION ETC PROPOSING THE CONSTRUCTION OR ALTERATION (Number Street City State and Zip Code)

TO

Oregon Department of Transportation
Highway Division
Road Design Section
Salem, Oregon 97310

3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE

The installation of metal poles for roadway illumination (as shown of attached drawing) which are included in the widening and resurfacing contract of Mission St. and the North Santiam Highway from S.E. 25th. St. to Lancaster Dr.

4. LOCATION OF STRUCTURE

| A. COORDINATES (To nearest second) | | | | | |
|---|---|---|---|---|---|
| LATITUDE | | | LONGITUDE | | |
| ° | ' | " | ° | ' | " |
| 44 | 55 | 14 | 123 | 00 | 08 |

B. NEAREST CITY OR TOWN, AND STATE: Salem, Oregon

(1) DISTANCE FROM 4B: Within city limits MILES

(2) DIRECTION FROM 4B: Easterly of CBD

C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE: McNary Field

(1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY: 660 ft.

(2) DIRECTION FROM AIRPORT: North

D. DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)

The intersection vicinity of Mission St., No. Santiam Hwy. and Airport Road.

5. HEIGHT AND ELEVATION (Complete A, B and C to the nearest foot)

| | | |
|---|---|---|
| A. | ELEVATION OF SITE ABOVE MEAN SEA LEVEL | 191 |
| B. | HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (if any) ABOVE GROUND, OR WATER IF SO SITUATED | 33 ft. |
| C. | OVERALL HEIGHT ABOVE MEAN SEA LEVEL (A+B) | 224 |

6. WORK SCHEDULE DATES

A. WILL START: Approx. October 1975

B. WILL COMPLETE: Approx. October 1976

7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING

| | | YES | NO |
|---|---|---|---|
| A. | MARKED | | X |
| B. | AVIATION RED OBSTRUCTION LIGHTS | | X |
| C. | HIGH INTENSITY WHITE OBSTRUCTION LIGHTS | | X |
| D. | DUAL LIGHTING SYSTEM | | X |

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

8. NAME AND TITLE OF PERSON FILING THIS NOTICE (Type or Print)

A. D. Olson
Preliminary Design Engineer

9. SIGNATURE (In ink)

10. DATE OF SIGNATURE: July 15, '75

11. TELEPHONE NO. (Precede with area code): 503-378-6558

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

FAA Form 7460-1 (11-72) SUPERSEDES PREVIOUS EDITION

DO NOT REMOVE CARBONS

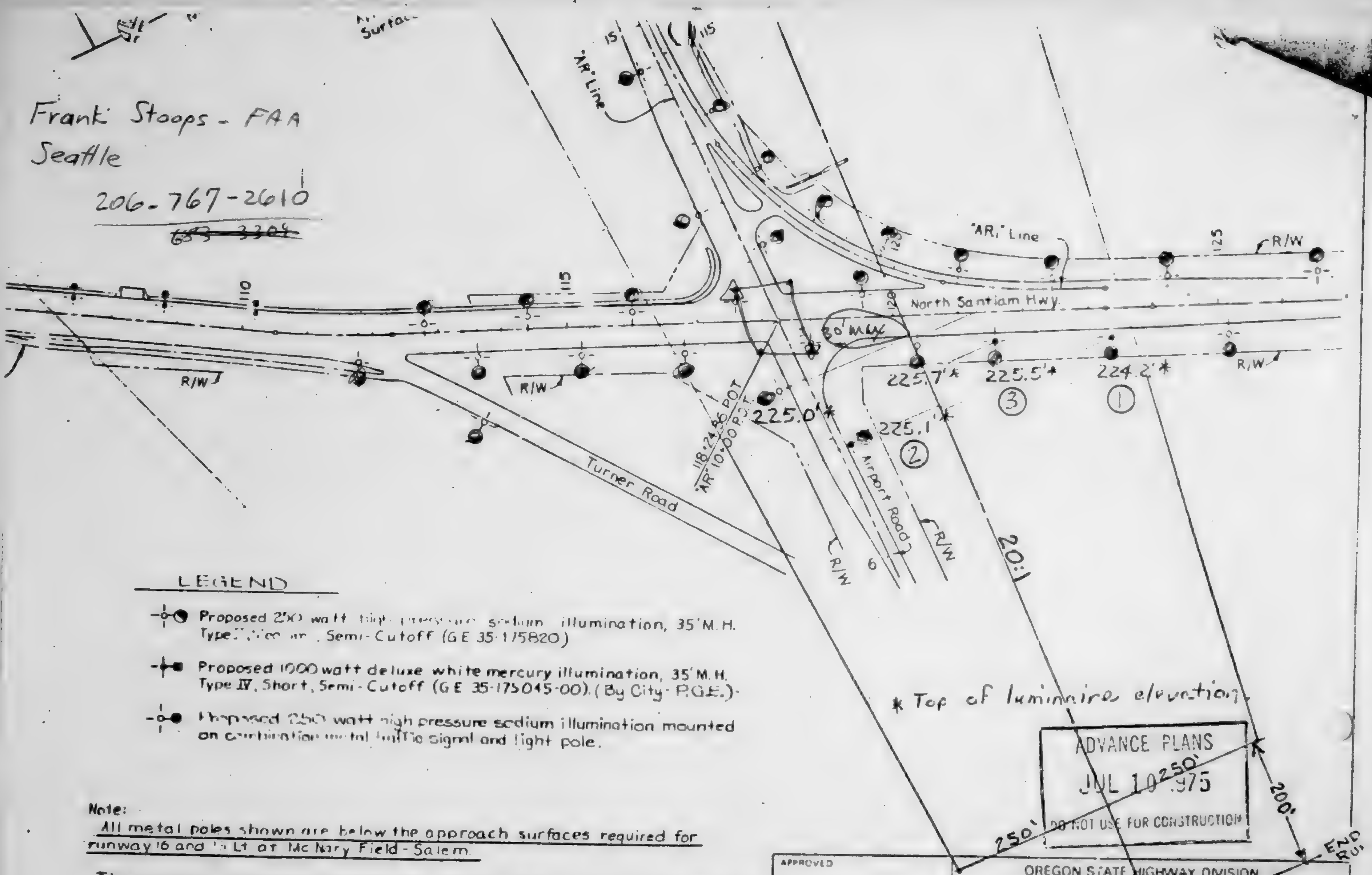
11/24/75

Discussed span wire signal arrangement in Airport Rd intersection w/Frank Stoops FAA - He discussed with their electronics people and called back. No problem to them.

Their concern on elevated wires had to do with electronic interference with equipment in the immediate vicinity. Our plans are ok as they stand. Wires for temporary lighting is to be buried, per Dixon.

Allison

Frank Stoops - FAA
Seattle
206-767-2610
~~683-3309~~


"AR" Line
"AR1" Line
North Santiam Hwy.
Turner Road
Airport Road
R/W
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224.2'*
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②
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'AR' 10+00 POT
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250'
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16

* Top of luminaire elevation

ADVANCE PLANS
JUL 10 1975
DO NOT USE FOR CONSTRUCTION

## LEGEND

- Proposed 250 watt high pressure sodium illumination, 35' M.H. Type [illegible], Semi-Cutoff (GE 35-175820)
- Proposed 1000 watt deluxe white mercury illumination, 35' M.H. Type IV, Short, Semi-Cutoff (GE 35-175045-00). (By City - P.G.E.)
- Proposed 250 watt high pressure sodium illumination mounted on combination metal traffic signal and light pole.

Note:
All metal poles shown are below the approach surfaces required for runway 16 and 16 Lt at McNary Field - Salem.

The proposed roadway illumination level is 1.0 F.C. av. maintained; except:
1. The av. maintained light level is 0.8 F.C. between sta. 122 to 125; between sta "AR1" 115 to 127, and between sta. "AR" 13 to 15.
2. The av. maintained light level is 0.6 F.C. between sta. 125 to 127, and between sta "AR" 15 to 17.

APPROVED
BRIDGE ENGINEER
DESIGNED [illegible]
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC BOOK

| DATE | REVISION |
|---|---|

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

25TH ST. SE.-LANCASTER DR. INTCHGE SEC.
(MISSION ST. SE.) & N. SANTIAM HWY.
MARION COUNTY

PROPOSED ROADWAY ILLUMINATION

DATE MARCH 1975
SHEET 1 OF 2
BRIDGE NO.
DRAWING NO.

162

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 17, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: 25th St. SE-Lancaster Drive Int.
FAU 2009 (Mission Street)
North Santiam Highway
Marion County

The construction centerline on the named section is being moved seven feet to the left and reducing the median from 8.4 feet to 4 feet. This revision will provide four - 12 foot travel lanes, 10 foot shoulders and 6:1 rock slopes without disturbing the existing slopes on the right.

This revision will provide for a 10 foot shoulder right on the Mill Creek and Pacific Highway overcrossing structures. Each structure will have an acceleration lane left and will have 9.35 feet and 11.33 feet shoulders, respectively. (as designed - for future 6 lanes w/standard should. - Precast slabs) [illegible]

The 4 foot median will taper to the existing 8.4 foot median east of the Lancaster Drive undercrossing. Concrete shoulder barrier will be provided for column protection right and left with no reduction in the existing shoulder width.

The 4 foot median will taper to a 14 foot median at the Airport Road Intersection.

LKW:we
cc: E. S. Hunter
L. E. George
W. J. Hart
L. W. Rulien
C. O. Fredrickson
L. K. Watson

1 Versteeg ✓
A. Olson
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R. Olson
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Other

Con 21-4
[illegible]

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1975

**FILE:**

Lyle K. Watson

**FROM:** Lyle K. Watson
Design Team Supervisor

**SUBJECT:** 25th Street-Lancaster Drive
North Santiam Highway

**TO:** MEMO TO THE FILES

I contacted Victor D. Wolfe, Location Engineer, Wednesday April 9 .1975 relative to the status of this project. The FHWA has turned down the request of the Highway for six-laning the Salem Bypass which would have affected the North Santiam structure at I-5.

Mr. E. S. Hunter submitted a letter to the FHWA on March 19, 1975 objecting to using Urban Secondary Funds to raise this structure to 17 foot clearance over I-5 as suggested by Mr. Schell of the FHWA in a letter on February 28, 1975. The FHWA has not responded to Mr. Hunter's letter.

Until the final status of this structure over I-5 is determined, the final design of this interchange cannot proceed.

NOTED
E. S. HUNTER

[illegible] Hart.
4-17-75
Proceed w/ plans not providing for raising structure.
cc Fredrickson
[illegible]

LKW:we
cc: ~~E. S. Hunter~~
W. J. Hart
G. A. Potter
Victor D. Wolfe
C. O. Fredrickson

RECEIVED
APR 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

*fan*

48520

Salem, Oregon
June 13, 1975

Adele L. Egan
Right of Way Office Manager

25th Street-Lancaster Drive
Mission Street
Marion,County

Rod Henery
Right of Way Supervisor

Attached you will find one revised option form in sextuplet covering right of way to be acquired in connection with 25th Street - Lancaster Drive Section of Mission Street in Marion County.

This description has been revised because of a change in alignment to fit channelization at Airport Road. There is no change in the area.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of a section of map 7B-22-18 covering this area and bearing our date of June 12, 1975.

| File No. | Name | Area |
|---|---|---|
| 48520 | Mission Properties | Parcel 1 - 0.09 acr<br>Parcel 2 —0.14 acr easement |

AC/rr
Encl.

cc: C. O. Fredrickson - 3 prints
Milner Mead - 1 print
Frank Lowe
Title - 1 print
Armand Riveness - Exhibit
Jim Dixon - Relocation
Don Harwell - Co + City

RECEIVED
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JUN 18 1975
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15

CITY
OF SALEM,
OREGON

[illegible] 5th [illegible] Airport Rd

RECEIVED
STATE HWY ENGR
JUN 5 '75
REFER TO
FOR
Info Inv [illegible] Sign Act File

181 J
485 K

June 4, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed for your files and information is a certified copy of City of Salem Resolution No. 75-117, authorizing amendment of an agreement between State Highway Division and City of Salem to provide for the state of Oregon handling property acquisition with regard to the improvement of Mission Street.

This resolution was adopted by Council at its meeting of June 1, 1975.

Very truly yours,

Betty J. Marsh
City Recorder

Enclosure 1

cc: Traffic Engineer (City of Salem)

NOTED
E. S. HUNTER
6-5-75
cc Boyd
Bulier

RECEIVED
JUN 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

# CERTIFICATION

STATE OF OREGON )
COUNTY OF MARION ) ss
CITY OF SALEM )

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached photocopy of City of Salem Resolution No.75-117 , adopted by the City Council on June 2, 1975 has been prepared by me, compared with the original thereof and is a true and correct copy of said Resolution No. 75-117.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 4th day of June, 1975

Betty J. Marsh
City Recorder

## RESOLUTION NO. [illegible]

WHEREAS, on August 29, 1974 the City of Salem entered into an Urban System Project Agreement with the State Highway Division for the construction of the 25th Street - Airport Road section of Mission Street, and

WHEREAS, under the terms of this agreement the city was to acquire the necessary right-of-way at its sole expense; and

WHEREAS, the State Highway Division has requested Federal Aid Participation in the right-of-way acquisition and it would be to the mutual benefit of both parties that the state proceed with the handling of the acquisition of the necessary right-of-way; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the agreement between the City of Salem and the State Highway Division relative to the construction of the 25th Street - Airport Road section of Mission Street be amended to provide that the said Oregon State Highway Division handle the acquisition of the necessary right-of-way cost to be split as provided by Federal Law, and the Mayor and Recorder are hereby authorized to sign the letter agreement acknowledging this amendment on behalf of the City of Salem.

ADOPTED by the Common Council this 2nd day of June, 1975.

ATTEST:

/s/ Betty J. Marsh

CITY RECORDER

June 2, 1975

**REFERRED TO**
Beard
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[✓ Watson] EW
Hager
Wolfe
[✓ Return] Discuss Do [illegible] Copy Due
BY FINAL DESIGN ENGINEER

Mr. Charles O. Fredrickson
Region 11 Engineer
2960 State Street
Salem, OR 97301

Dear Mr. Fredrickson:

We have reviewed the two drainage facility proposals on 25th Street - Airport Road Project. We feel that alternate II (60" and 18" storm drains) would meet our future need most effectively.

Furthermore we would not object to eliminating the manhole at the intersection of these two pipes. We feel a tap of the 60 inch storm drain with the 18 inch storm drain would be sufficient for our requirements. Because the ground in this area has minimal slope, we would appreciate as much depth as possible at the end of this line.

Sincerely,

Ed Sigurdson

Edward A. Sigurdson, P.E.
City Engineer

CC: B. T. Van Wormer

EAS:ls

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
JUN 11 1975
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**OREGON STATE**
**HIGHWAY DIVISION**

STATE HIGHWAY BUILDING
SALEM, OR 97310

OBERT W. STRAUB
GOVERNOR

F. B. KLABOE
dministrator of Highways

May 20, 1975

Mr. B. T. VanWormer
Director Public Works
City of Salem
555 Liberty Street S.E.
Salem, OR 97301

25th Street-Airport Road Sec.
Mission Street
City of Salem

Dear Mr. VanWormer:

On August 29, 1974, the State Highway Division and the City of Salem entered into an Urban System Project Agreement for the construction of the 25th Street-Airport Road Section of Mission Street (Salem). Under the terms of the agreement, the City was to acquire the necessary right of way at its sole expense.

We have now requested federal aid participation in the right of way acquisition. This will make it necessary to conform to all Federal Aid Highway Program Manual directives relating to right of way acquisition. In order to assist the City, the Highway Division is willing to acquire the necessary right of way in the name of the City.

It is expressly understood that the State and City shall contribute to the actual cost of the right of way acquisition on the same basis as outlined in Section IV, Paragraph 4 of the General Provisions of the Urban System Project Agreement. The Highway Division will appraise, negotiate and handle closing of the right of way transaction. In the event the property cannot be acquired by negotiation, the City shall exercise its power of eminent domain to acquire all the necessary right of way.

If this agreement is acceptable to the City, please have the Mayor and City Recorder approve this letter and return a signed copy to me.

Very truly yours,

J. B. Boyd

J. B. BOYD
Right of Way Engineer

RJH:ph

APPROVED: Robert [illegible] Mayor

F. B. KLABOE
Administrator of Highways

May 20, 1975

Mr. B. T. VanWormer
Director Public Works
City of Salem
555 Liberty Street S.E.
Salem, OR 97301

25th Street-Airport Road Sec.
Mission Street
City of Salem

Dear Mr. VanWormer:

On August 29, 1974, the State Highway Division and the City of Salem entered into an Urban System Project Agreement for the construction of the 25th Street-Airport Road Section of Mission Street (Salem). Under the terms of the agreement, the City was to acquire the necessary right of way at its sole expense.

We have now requested federal aid participation in the right of way acquisition. This will make it necessary to conform to all Federal Aid Highway Program Manual directives relating to right of way acquisition. In order to assist the City, the Highway Division is willing to acquire the necessary right of way in the name of the City.

It is expressly understood that the State and City shall contribute to the actual cost of the right of way acquisition on the same basis as outlined in Section IV, Paragraph 4 of the General Provisions of the Urban System Project Agreement. The Highway Division will appraise, negotiate and handle closing of the right of way transaction. In the event the property cannot be acquired by negotiation, the City shall exercise its power of eminent domain to acquire all the necessary right of way.

If this agreement is acceptable to the City, please have the Mayor and City Recorder approve this letter and return a signed copy to me.

Very truly yours,

Boyd

J. B. BOYD
Right of Way Engineer

RJH:ph

**APPROVED:** ____________________ Mayor

____________________ City Recorder

FORM E-30-X 12-67

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1975

Rod J. Henry
Regional Right of Way Supervisor

SUBJECT: 25th Street-Airport Road Sec.
Mission Street
City of Salem

To: John R. Oakes
Assistant Right of Way Engineer

I discussed this agreement with Ken Chatwood last week. It was his opinion that since this project only requires one parcel of unimproved land, we could get by with an informal letter of agreement.

Would you please review the proposed agreement as to its form and content. If it is acceptable, please have the letter dated and signed by J. B. Boyd.

In order to save time, you could also send the original and one copy directly to Mr. VanWormer.

RJH:PH
cc R. UNREIN - If you have any objections to this format, let me know and we will revise.

OK JM.

R.

Unrein

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COUNTY & CITY SECTION
MAY 19 1975
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**OREGON STATE**
**HIGHWAY DIVISION**

May 16, 1975

Edward Sigurdson
City Engineer
Salem, Oregon

Dear Sir,

Herewith are two proposals for terminating the drainage facility on the 25th Street - Airport Road Project. Several proposals were investigated and the alternates shown were thought to be the most feasible.

Alternate No. 1 shows a 30-inch stub westerly and a 48-inch stub easterly of Turner Road Connection. This conforms to the drainage study we received from your people.

Alternate No. 2 shows a 60-inch stub easterly of the Turner Road Connection and 18-inch cross pipe.

Both alternates provide for future connection at design grade but will intercept runoff at ground level in the interim. Both alternates have approximately the same cost.

We solicit your concurrence in a proposal to complete this drainage design.

Sincerely,

ORIGINAL SIGNED BY
C. O. FREDRICKSON
Charles O. Fredrickson
REGION II ENGINEER

REFERRED TO
Beard Reed
Cole Sample
Eriksen [✓ Watson] BW
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

DWT:jm

Attachments

cc: J. H. Versteeg ✓
James Chaney
file

FAU

FORM 81-734 1030

# OREGON STATE HIGHWAY DIVISION

**FILE:**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 1, 1975

**FROM:** Adele [illegible]. [illegible]can
Right of Way Office Manager

**SUBJECT:** 25th St.-Lancaster Drive Section
Mission St.
Marion County

**TO:** Rod Henry
Regional R/W Supervisor

Attached you will find one original option form in sextuplet covering right of way to be acquired in connection with 25th St.-Lancaster Drive Section of Mission Street in Marion County. This contract is scheduled for letting on June 19, 1975.

The Project Number has not been assigned.

Do not appraise or negotiate until notified.

Please send cost estimates for programming purposes to John Oakes and submit Relocation Plan to the Relocation Supervisor.

This Right of Way is within the City portion of this project. As we have typed the description on a State Option form changes should be made if the property is to be in the name of the city.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of April 28, 1975.

We are attaching three prints of a section of map 7B-22-18 covering this area and bearing our date of April 30, 1975.

| File No. | Name | Area |
|---|---|---|
| 48520 | Mission Properties | Parcel 1 0.09 ac |
| | | 2 0.14 ac ease |

AC:jf
Enc. 1 option,etc.

cc: C. O. Fredrickson-3 prints
Milner Mead-1 print & Auth.List
Frank Lowe-letter
Title-1 print
Fred Jeter
Armand Riveness-Exhibit
Jim Dixon
Don Harwell-Co.& City

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162

Salem, Oregon
April 28, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48520 - Mission Properties
25th Street - Lancaster Dr. Section
Mission St. and N. Santiam Highway
Marion County

Attached is a description and an authorization covering Right of Way and easements for the subject project, which is scheduled for June 19, 1975.

This Right of Way is within the city portion of the project and conforms to the lines that Dave Terbell showed the owner of Mission Properties.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

Apr. 23, 1975

FILE: 324-1963

FROM: James E. Chaney
REGION LOCATING ENGINEER

SUBJECT: Storm Sewer
25th St.-Lancaster Dr. Sec.
North Santiam Highway
Marion County

TO: C. O. Fredrickson
REGION II ENGINEER

Attn: Gerald Wimer
REGION CONSTRUCTION ENGINEER

Pursuant to Lyle Watson's telephone request of April 10, 1975 and noted in his written memo dated April 14, 1975, I submit the following information:

- 1 Map of area hydraulic study
- 1 Map drainage area and proposed storm sewer
- 1 Sheet hydraulic design of storm drains
- 1 Sheet area tabulation sheet
- 1 Sheet of a copy of "As Constructed Plans" showing the terminal end of the 66" concrete culvert at approximate Sta. 52 + 50 along with the grade line
- 1 Sheet showing a special manhole design for the Mission St. S.E. @ 25th St. S.E. Sect.
- 1 Sheet of an excerpt from the detail map for 25th St. to Lancaster Drive Sect.

The city's storm sewer design shows a future storm sewer to be considerably below the flow line of the existing 44" by 69" corrugated metal pipe at approximately Sta. 114. The city's design shows that at 25th St. the 66" culvert should have been changed to a 60" and continued all the way to Turner Ave. However, the "As Constructed Plans" show that a 66" was extended from 25th St. to approximately Sta. 108.

Assuming that we continue the 66" culvert to a manhole in the vicinity of Turner Ave. before crossing Mission St., then changing to a 60" to cross Mission Ave., I have computed that the most economical skew for this type of pipe would be approximately 40°. However, the exisitng 44 by 69" corrugated metal pipe skews the existing Mission Ave. at approximately 25°. Consequently, I recommend that we remove the existing pipe, and replace this pipe with the 60" pipe on the same skew and at the same location. Some concern was expressed in the loss of head at the skew of the new manhole, northerly of Mission Ave. However, I do not think that this will be a factor since the pipe below this is a 66" pipe, instead of the 60" as required for hydraulic flow. At the terminal end of the 66" concrete pipe and the beginning of the 60" concrete pipe, the grade line should be changed from

0.2% to 0.3%. I recommend that right of Sta. approximately 114 that a special manhole be built at the end of the proposed 60" concrete pipe, and that a 60" stub at grade be placed in the bottom of the manhole to facilitate for the continuation of the storm sewer in the future. An opening in the special manhole would have to be provided atdditch grade, and a grate placed over the opening to preclude the entrance of debris.

JEC:jm

Attachments

cc: file

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: 25th Street-Lancaster Drive
North Santiam Highway

TO: MEMO TO THE FILES

I contacted Victor D. Wolfe, Location Engineer, Wednesday April 9 ,1975 relative to the status of this project. The FHWA has turned down the request of the Highway for six-laning the Salem Bypass which would have affected the North Santiam structure at I-5.

Mr. E. S. Hunter submitted a letter to the FHWA on March 19, 1975 objecting to using Urban Secondary Funds to raise this structure to 17 foot clearance over I-5 as suggested by Mr. Schell of the FHWA in a letter on February 28, 1975. The FHWA has not responded to Mr. Hunter's letter.

Until the final status of this structure over I-5 is determined, the final design of this interchange cannot proceed.

LKW:we
cc: E. S. Hunter
W. J. Hart
G. A. Potter
Victor D. Wolfe
C. O. Fredrickson

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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 14, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: 25th Street-Lancaster Drive
North Santiam Highway
Marion County

Several items were reviewed with Gerald Wimer on the named section on Thursday April 10, 1975.

The borrow and surfacing materials are to be contractor furnished.

The point of access of a private approach, left of Station 118+00 on the access ramp from the westbound lanes on the Santiam Highway to northbound lane on Airport Road will remain. There are no plans of the Region to change this access point unless a request is received from the property owner.

The crown of an existing 44" x 69" arch type culvert pipe, at Station 113+00± will be approximately 0.4 foot into the lime treated subgrade.

Jim Chaney will review with the City of Salem the size, location and flowlines to match their future plans of replacing the present drain ditch with a storm sewer on Turner Road. The Region office will submit recommendations by approximately Friday April 25, 1975.

LKW:we
cc: Gary A. Potter
C. O. Fredrickson
Jim Chaney
C. G. Swenson

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Robert W. Straub
XXXXXXXXXX

March 19, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Mill Creek and North Santiam Highway
Overcrossing Widenings
Airport Road-Lancaster Drive Intersection
Bridges 7769A and 7749A
Your Ref.: 1041BR.1

Your letter of approval on the preliminary submittal of bridge plans for the widening of the Mill Creek Bridge and the North Santiam Highway Overcrossing suggested that the overcrossing of I-5 be raised to provide 17 feet of vertical clearance.

At the present time the existing North Santiam Highway Overcrossing has more vertical clearance than other structures over I-5 either north or south of this interchange.

We are reluctant to raise the North Santiam Overcrossing with urban secondary funds; however, should you suggest Interstate funds for the improvement including interchange revision, I could suddenly become interested.

This recommendation by Mr. Schell for raising a structure approach roads and interchange appears to be inconsistent with judgements denying the raising of structures with less operating clearance than this one and also having an accident history of being struck by high loads.

Maybe we should once again review the whole batch of requests and be sure we know where our priorities rest.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:dh/ESH:js
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
V. D. Wolfe
C. O. Fredrickson

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 28, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project US 265(1)
Airport Road - Lancaster Dr Interchange Sec
Mill Cr. & No. Santiam Hwy Oxg Widenings -
#77694 & 77494

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Abbreviated preliminary plans for these structures were received with Mr. Thompson's February 21 memo to Mr. C. O. Fredrickson. The roadway geometrics, although not meeting the standards on the south side, do comply with the stage construction sequences on the approved interchange layout.

The center bent end treatment on the Mill Creek Bridge should be quite attractive and you are commended for your aesthetic efforts. On the overcrossing of the freeway we are pleased to note that you are using prestressed column construction to speed the work.

✓ We are concerned, however, about incorporating the existing overcrossing of the freeway when it is substandard in vertical clearance. We suggest that you consider raising the existing bridge as a part of this project using Urban Secondary Funds.

For
G. L. Green

RECEIVED
STATE HWY ENG.
MAR 3 '75
REFER TO
Hunter
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cy adj

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Noot 3-3-75
Q/D
E/H
c: Wolfe

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 7, 1975
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

**FROM:** R. W. Ellison
Bridge Administration Engineer

**TO:** Mr. Gordon Ballard
Supervising Design Engineer

**SUBJECT:**

25th St.-Lancaster Dr.
N. Santiam Hwy.
Highway Illumination

In accord with Traffic Section recommendations, highway illumination on the subject project will be as follows:

Airport Road Intersection - retain the existing lighting
I-5 Interchange - retain the existing lighting
Lancaster Interchange - new lighting required

Lighting should be continuous between the I-5 Interchange and Lancaster Interchange.

Lighting in vicinity of 25th Street should be in accord with whatever agreement is executed with the City of Salem.

Because of our current priority work assignments the above illumination design work cannot be completed in time to be part of the project scheduled for bid opening on June 19. We will plan on receiving bids for a project without illumination and install illumination on a separate contract at a later date.

RWE/ag

cc E. S. Hunter
D. H. Moehring
L. E. George
C. O. Fredrickson
J. H. Versteeg
C. G. Swenson

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Other

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1975

SUBJECT: 25th Street SE-Lancaster Drive
North Santiam Hwy & FALL 2009
Marion County
Prefix 124-1453

To Mr. John R. Oakes
Asst. R/W Engineer
State Highway Building
Salem, OR 97310

JRO

[illegible] to
Terpin, R/W Design
2-6-75 RC

In reply to the request from Frank E. Terpin to you dated December 23, 1974 regarding the above section I supply the following information:

Because of my earlier contact with Mr. Green and Mr. Hadley, the main owners and officers of Mission Properties, I anticipated their further questioning as to how the cities share of the proposed project would be financed, particularly now with the inclusion of the sidewalk into the plans. Therefore before going to them I went to the city for this information. My contact was with Ed Sigurdson, City Engineer. Since they had not arrived at this decision an answer was not immediately available. Subsequently I was advised the city has decided they would need to assess subject property for its proportionate share of the cities share of the highway improvement, including the sidewalk, if it is included. I was requested to withhold my contact until they had an opportunity to discuss this with the owners. This contact was delayed as Mr. Green was in Sacramento attending an automobile dealers meeting.

The city people met with Mr. Green and Mr. Hadley on January 24, 1975 and notified me accordingly on January 28th. I called Mr. Green for an appointment and was given one for January 31st at 10:00 A.M. Don Thurston, Assistant Resident Engineer from Jim Chaney's office and I met with Mr. Green and Mr. Hadley, Don to discuss engineering features when these questions arise. The proposal for this improvement was reviewed in considerable detail, including the addition of the sidewalk. The inclusion of the sidewalk is acceptable even though it is understood there will be an additional accessment for it and right of way to be acquired. They have no objection to the permanent easements necessary for sign and illumination supports. They do have very strong objections to a permanent slope easement. After considerable discussion of the slope easement problem, permanent as opposed to temporary, they were advised I would investigate this further and notify them as to the outcome.

1 Versteeg U
3 A. Olson AO
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 7 - 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Watson:
Return

Our review was based on the revised and reduced in area, right of way requirements (except for the added fee acquisition proposed for sidewalk that would be within the frontage portion of the area that would, in the other event be included in the area for slope easement) as shown on the detail map received December 24, 1974.

Upon returning to the office I discussed the slope easement problem with Mr. Gerald Wimer, Regional Construction Engineer. Mr. Wimer is in complete agreement to negotiating a temporary construction easement for these slopes. I called Mr. Hadley and advised accordingly. He said "No problem."

D. A. TERBELL
Regional Liaison Agent

DAT:nd
cc: J. B. BOYD
G. W. WIMER
JAMES CHANEY

Salem, Oregon
January 17, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48483 - Board of Control
25th St. - Lancaster Dr. Section
Mission St. & N. Santiam Highway
Marion County

Attached is a description, an authorization and Right of Way prints covering Right of way for the North Santiam Highway portion of the subject section. A description covering the Right of Way for the Mission St. portion will be submitted when the design features are finalized.

This project is scheduled for May 22, 1975.

BY: L.
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trail

RECEIVED
JAN 17 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return To
Bring Up
Other

8388 13

1859

**WILDLIFE COMMISSION**

**OFFICE OF THE DIRECTOR**

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 16, 1975

cc's 1-20-75

E.S. Hunter
L.W. Rulien
W.J. Hart
C.G. Swenson
F.E. Terpin
C.O. Fredrickson (2)

NOTED
E. S. HUNTER

Mr. Victor D. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

SUBJECT: Airport Road-Lancaster Drive Section of the North Santiam Highway

The Wildlife Commission staff has reviewed your prospectus for the above mentioned project. We shall rely on comments already submitted through the Division of State Lands fill/removal permit system and the State Clearinghouse process to safeguard fish and wildlife.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
Joe Wetherbee

JL:lo

RECEIVED
JAN 2
LOCATION
SECTION

RECEIVED
JAN 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE January 15, 1975

TO A. D. Olson
Preliminary Design Engineer

L. E. George

FROM L. E. George
Traffic Engineer

SUBJECT SE 25th Street-Lancaster Drive Section
North Santiam Highway No. 162
Marion County

We have reviewed the preliminary plans for the intersection of the North Santiam Highway with Airport Road, and we have the following comments:

Both the north and south approaches should be modified to include a standard left-turn refuge. We recognize that the majority of the traffic on each approach makes a left turn, but without a refuge there will inevitably be some through cars who are trapped in the left-turn lane. Also, we are planning on installing an 8-phase signal at this location which will require further assurance that traffic will know what lane they should be in.

We also recommend that the lane for the east-to-north right turn be lengthened so that right turning cars will not be blocked by cars waiting for the signal at Airport Road. In addition, we suggest that the 20 to 1 taper shown for the transition into the right-turn lane be lengthened, because at the prevailing speeds on this highway a 20 to 1 taper would be too abrupt and would result in some unused pavement area.

TL:rj

cc: C. O. Fredrickson

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1975
ROAD

PREFIX: 124-1968

# LOCATION PROSPECTUS
## AIRPORT ROAD-LANCASTER DRIVE SECTION
## NORTH SANTIAM HIGHWAY
## MARION COUNTY

**HIGHWAY:** North Santiam. State Secondary No. 162; Federal-aid Secondary No. 121.

**TERMINI:** The westerly end of the project is the intersection of Airport Road with the North Santiam Highway (MP 0.61). The easterly end of the project is at the Lancaster Drive Interchange (MP 1.91).

**LENGTH:** 1.3 miles.

**PROGRAM:** Preliminary 6-year implementation program.

**NARRATIVE:** This will be a location type survey to prepare plans, specifications and estimates for widening the present facility to four lanes. A reconnaissance was not conducted. Soils investigations will be conducted. Drainage problems are not anticipated. An economical analysis is being prepared. A bicycle trail was built previously on a parallel facility in lieu of a bicycle trail along this facility.

**ENVIRONMENTAL:** An environmental assessment has been prepared.

**CITIZEN INPUT:** Not required.

**CHARACTERISTICS:** Present ADT 16,500; projected ADT 36,000.

**STANDARDS:** Class A(4). Deviations from State and ASSHTO standards are anticipated in the median width.

**TYPICAL SECTION:** Four 12-foot travel lanes, 8.4-foot median area, and 10-foot shoulders.

**BASE DESIGN:** To be worked up upon completion of soils investigations.

**ACCESS:** No change.

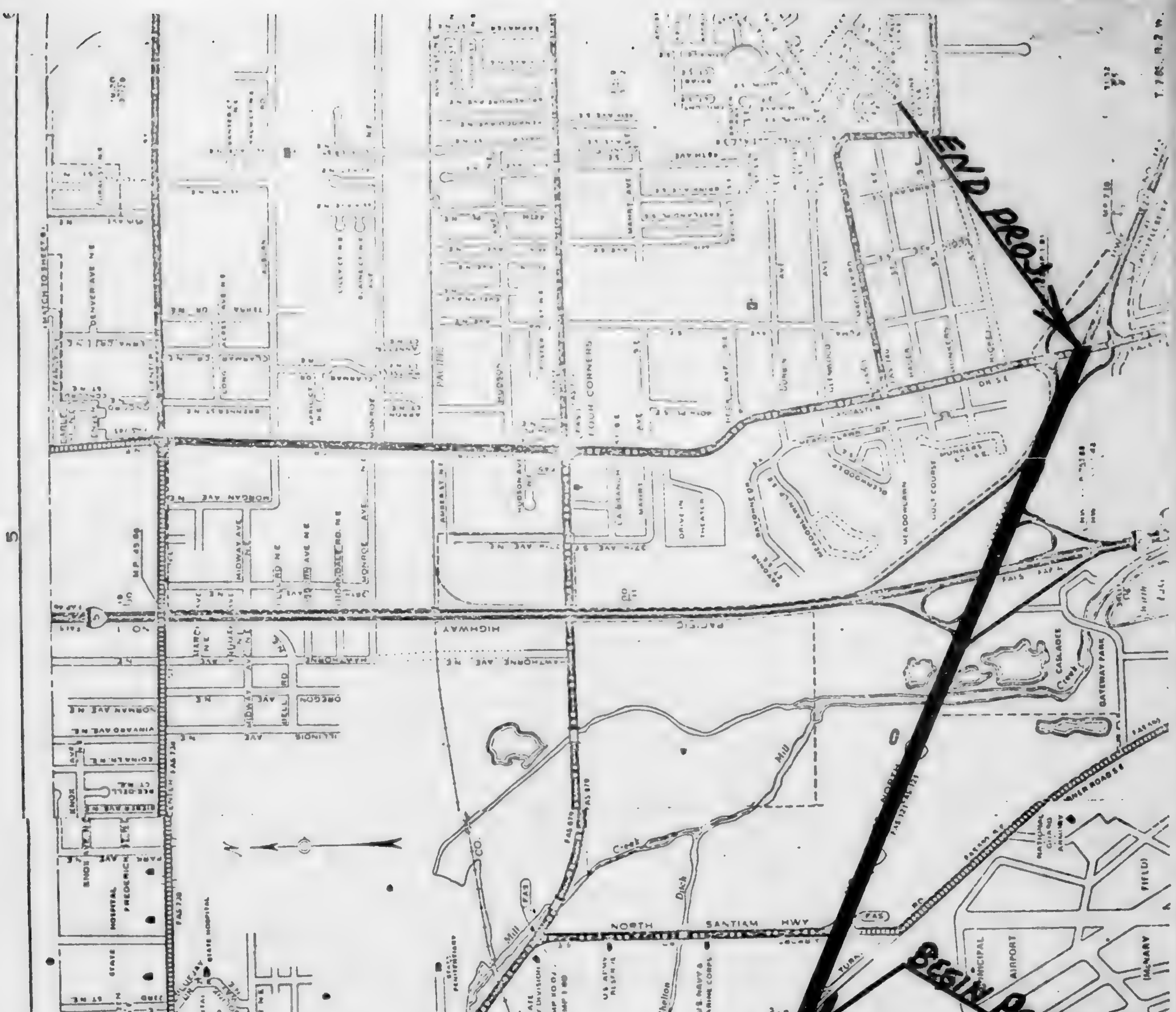
**BRIDGE:** Additional structures or widening of existing structures are necessary.

**ADD'L FACILITIES:** Salem Airport lies one-quarter mile south of the project.

**MATERIALS:** All available sources will be noted in location survey.

**PARKS:** Cascade Gateway Park and KOA Park are just south of the project.

January 8, 1975
Attachment


END PROJ.
BEGIN PROJ.
NORTH SANTIAM HWY
PACIFIC HIGHWAY
MUNICIPAL AIRPORT
STATE PENITENTIARY
STATE HOSPITAL
GATEWAY PARK
DRIVE IN THEATER
NORTH SANTIAM HIGHWAY
Mill Creek
Shelton Ditch
NATIONAL GUARD ARMORY
5
4

PROSPECTUS MAP

AIRPORT ROAD-LANCASTER DRIVE SECTION

NORTH SANTIAM HIGHWAY

MARION COUNTY

Oregon State Wildlife Commission
Fish Commission of Oregon
Federal Highway Administration (3)
C.O. Fredrickson (6)
A.E. Johnson
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
L.W. Rulien
J.H. Versteeg
V.D. Wolfe
J.M. Cartwright (3)
H.S. Cox (2)
B.L. Gifford
Gary Potter (4)
A.E. Olson
R.E. Olson
J.A. Rowland
R.E. Royer
D.E. Swan
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (3)

RECEIVED
JAN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 23, 1974

FILE: Fau
Salem/Marion Co

R.E.T.

FROM: Frank E. Terpin
Final Design Engineer

TO: John R. Oakes
Assistant Right of Way Engineer

SUBJECT: 25th Street SE-Lancaster Drive
North Santiam Highway & FAU 2009
Marion County

RECEIVED
COUNTY & CITY SECTION
DEC 24 1974
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Enclosed are prints of the detail map and cross-sections for presentation to Mission Industries for proposed right of way for sidewalk construction and slope easements. The proposed right of way is shown in red and the slope easement is in blue.

The easement will be required whether or not the concrete walk is built. They should also be notified that a permanent easement will be required for signs and illumination supports. The designs of which are not yet complete.

Please have this proposal reviewed with Mission Industries to see if the right of way for the concrete walks will be acceptable.

LKW:we
cc: C. O. Fredrickson
Rod Henry
Dick Unrein
Lyle K. Watson

FAU

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 19, 1974

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: 25th St. S.E.-Lancaster Drive
North Santiam Highway & FAU 2009
Marion County

Discussions were held with several highway personnel and the Salem City Engineer, Ed Sigurdson, relative to sidewalks left of Station 103+40 to Station 117± on the named section.

Mr. Ed Sigurdson desires to have the sidewalk extended easterly to Airport Road on the northerly side of Mission Street. Additional right of way will be required for this construction from Mission Properties. Contacts with them have been made by Dave Terbell on November 19, 1974 for slope easements. His report included in a letter from Gerry Wimer dated December 3, 1974. No objections were made for the easement.

A plan, cross-sections and right of way for sidewalks will be prepared and submitted to Mr. Rod Henry for presentation to Mission Properties. If no objections are raised by them for the additional right of way the sidewalks will be included in the contract plans. If objections are raised, which would require a public hearing, the sidewalk construction will be deleted.

However, the Right of Way Section will proceed to acquire the slope easement. Documentation for sidewalks will be submitted by the City of Salem if a public hearing is not required. Also, permanent easements will be required for signing and illumination supports. When locations have been determined, Right of Way will be notified.

Again, referring to Mr. Wimer's letter, the slope easement on the westerly side of Airport Road from General Services will be acquired. Slope easements for a future frontage road on the easterly side of Airport Road will not be acquired at this time.

These properties are presently state-owned. If properties are offered for sale to the public in the future, the Highway Division will be notified and reservations can be made at that time for future highway needs.

LKW:we
cc: C. O. Fredrickson
John Oakes
A. D. Olson
Rod Henry
Dick Unrein — 12/20/74
F. O. Scott

L.W. RULIEN - PLEASE REVIEW
RE: HEARING REQUIREMENTS.

RECEIVED
COUNTY & CITY SECTION
DEC 20 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

| | | |
|---|---|---|
| TRANSACTION NUMBER 12-49<br>U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | STATE HIGHWAY DEPARTMENT<br>OREGON | DATE<br>12-16-74 |
| **TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS**<br>(PPM 21-1) | BY (Signature)<br>L.W.RULIEN'S DECEMBER 12, 1974 LETTER | |
| CLASS OF FEDERAL FUNDS<br>☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______ | TITLE<br>PROJECT MANAGEMENT ENGINEER | |

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 181 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State)<br>LOCATION | WORK |
|---|---|---|---|---|---|---|
| 181 | US-265(11)<br>12-16-74 | 1.3 | 13,500 | 10,550 | AIRPORT ROAD-LANCASTER DRIVE SECTION. MARION COUNTY-STATE OF OREGON | PRELIMINARY ENGINEERING |

RECEIVED
COUNTY & CITY SECTION
DEC 18 1974
☐ ENGR. ☑ COOR. ☑ CE ☐ AE
☑ UPE ☐ CE ☑ RE ☑ RPE ■ UE ☐

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE<br>12-16-74 | SIGNATURE AND TITLE<br>G. L. GREEN, DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO. 12-49

DATE SUBMITTED TO W.O. DEC 16 1974

12-12-74

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 22, Airport Rd. (Salem), E. 1.3 mi.<br>21 65 | ADT | PRESENT<br>15,000 | FUTURE<br>34,000<br>(66) (70) | YEAR<br>94<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Preliminary Engineering<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | HWY AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>B-2<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>US-<br>14 28 | NUMBER<br>265 | |

| | | | | | |
|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban Extension | COUNTY NAME<br>Marion | | | CODE<br>047 |
| | NAME OF URBAN AREA<br>Salem<br>17-31 | ROUTE NO. S | FEDERAL-AID<br>121 | STATE<br>162 | U.S.<br>-- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | 16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | 10 | | | 1 | **PE** | 3 | SR 22, Airport Rd. (Salem), E. 1.3 mi. | 1.3 | 13,500 | 10,550 | 2,950 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | (Airport Rd.-Lancaster Drive Sec.) | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 1.3 | 13,500 | 10,550 | 2,950 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (30) | REMARKS |

DEC 16 1974

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

49
1974

FORM PR-1
(REV. 4-61)

12-12-74

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| ON (45 typewriter spaces)<br>Airport Rd. (Salem), E. 1.3 mi. | ADT | PRESENT<br>15,000 | FUTURE<br>34,000 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>032 | ITEM NO.<br>181 |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| writer<br>ing | NATL. FOREST | FR ROUTE NO. | SUPV AGCY | DA CLASIF. | DA AREA | EMERG. YR.<br>B-2 | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>US- | NUMBER<br>265 | SEQ. NO.<br>(11) | I. Projects Only<br>POST MI. | DESIG. |

Urban Extension

COUNTY NAME: Marion
CODE: 047

Salem 225

ROUTE NO. S
FEDERAL-AID: 121
STATE: 162
U.S.: --

PROGRAM STAGE ☐ 1 OR ☒ 2

|  |  |  | ESTIMATED PROJECT COST BY PHASES |  |  |  |  |
|---|---|---|---|---|---|---|---|
| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
| 3 | SR 22, Airport Rd. (Salem), E. 1.3 mi. | 1.3 | 13,500 | 10,550 | 2,950 |  | P.E. all phases including PS & E preparation |
|  |  |  |  |  |  |  | (Future 4-12' lanes HT pavement, 8' median, 10' shoulders & revisions of 2 structures) |
|  | (Airport Rd.- Lancaster Drive Sec.) |  |  |  |  |  | ROW - 150' minimum Access Control-Full Parking restrictions-Partial |
|  | PROJECT TOTALS | 1.3 | 13,500 | 10,550 | 2,950 |  |  |

RECEIVED
COUNTY & CITY SECTION
DEC 16 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

ES

REMARKS

ON

-OVER-

USCOMM DUSCOMM-DC 48908-P61

## AIRPORT ROAD-LANCASTER DRIVE SECTION

## PROJECT NO. US-265(11)

Remarks Cont.:

Existing Facility:

Roadway: Variable 24' to 48' roadway with 8-10' shoulders.
Structures: Mill Creek Bridge; 200' RCDG; HC 30'; H-20.
I-5 O'xing: 190' RCDG; HC 30'; H-20.

Adjacent Sections:

W. End: 24-foot paved roadway with 4-foot shoulders
E. End: 48-foot paved roadway with 8-foot median & 10-foot shoulders.

Project Data: The work under this project consists of all phases of preliminary engineering including P.S. & E. preparation as required for the proposed future construction necessary to widen the existing facility to provide for 4-12 foot travel lanes with 8-foot median and 10-foot shoulders.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport (McNary Field) lies south of and adjacent to the westerly end of the existing facility. The proposed facility will not cause any conflict with the operation of the airport.

PPM 90-1: An appropriate environmental statement will be submitted under separate action.

IM 50-1-70 Requirements: District 3 Clearinghouse letter of approval dated November 25, 1974.

Notice of Intent was submitted to the State Clearinghouse on October 11, 1974 and as the notice has lain before the Clearinghouse more than the required 30 days without response it is assumed that no adverse review or comments will be received.

Urban Transportation Planning (PPM 50-9): Not applica
will not result in the alteration of land-use or traff
and therefore should not cause any change in planning

Public Hearing: Not required under the provisions of
PPM 20-8.

Data for PR 37:

| | |
|---|---|
| Preliminary engineering | |
| Field Work | $ 4,500 |
| PS & E Preparation | 9,000 |
| | $13,500 |

NOTE: This project is in Congressional District No.

## AIRPORT ROAD-LANCASTER DRIVE SECTION

## PROJECT NO. US-265(11)

8' roadway with 8-10' shoulders.
dge; 200' RCDG; HC 30'; H-20.
30'; H-20.

dway with 4-foot shoulders
dway with 8-foot median & 10-foot

this project consists of all phases of
ng P.S. & E. preparation as required
uction necessary to widen the existing
ot travel lanes with 8-foot median and

Developments, Historical and
ved.

ort (McNary Field) lies south of and
f the existing facility. The proposed
nflict with the operation of the airport.

ronmental statement will be submitted

rict 3 Clearinghouse letter of approval

to the State Clearinghouse on October 11,
n before the Clearinghouse more than the
nse it is assumed that no adverse review

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in the alteration of land-use or traffic-flow patterns and therefore should not cause any change in planning completed or underway.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Data for PR 37:

| | |
|---|---|
| Preliminary engineering | |
| Field Work | $ 4,500 |
| PS & E Preparation | 9,000 |
| | $13,500 |

NOTE: This project is in Congressional District No. 2.

8338

December 12, 1974

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban Extension project.

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 181 | US-265(11) | Airport Road-Lancaster Drive Section<br>PNRS #7410-2-920 |

CL:pr

Enc.

cc: D. E. Swan
B. L. Gifford

15

December 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-265(11)

We are submitting program data for one preliminary engineering project, Item No. 181, Project No. US-265(11), "Airport Road-Lancaster Drive Section," which we desire to have included in the Federal-Aid Urban Extension Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval. We will request further authorization to proceed with the P.S. & E. preparation phase of preliminary engineering as soon as location/design approval is granted.

Enclosed is a copy of District 3 Clearinghouse letter of approval dated November 25, 1974. Notice of Intent was submitted to the State Clearinghouse on October 11, 1974 and as the notice has lain before the Clearinghouse more than the required 30 days without response it is assumed that no adverse review or comments will be received.

Environmental requirements of PPM 90-1 are being handled as a separate action.

Enc.

CL:pr

Budget Bureau No. 41-R2067; Ap

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-12-74

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 22, Airport Rd. (Salem), E. 1.3 mi.<br>21 65 | **ADT** | PRESENT<br>15,000 | FUTURE<br>34,000<br>(66) (70) | YEAR<br>94<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Preliminary Engineering<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER | PREFIX LETTER(S)<br>US-<br>14 23 | NUMBER<br>265<br>7 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban Extension | COUNTY NAME<br>Marion | | | | CODE<br>047 |
| | NAME OF URBAN AREA<br>Salem<br>17-31 | ROUTE NO. S | FEDERAL-AID<br>121<br>(32) | STATE<br>162<br>(36) | U.S.<br>--<br>(37) (41) | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | SR 22, Airport Rd. (Salem), E. 1.3 mi. | 1.3 | 13,500 | 10,550 | 2,950 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | (Airport Rd.- Lancaster Drive Sec.) | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 1.3 | 13,500 | 10,550 | 2,950 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (29) | REMARKS | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

12-12-74

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ON (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| Airport Rd. (Salem), E. 1.3 mi. | | 15,000 | 34,000 | 94 | 10 | Oregon | 41 | 032 | 181 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| writer | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
| ng | | | | | | | | US- | 265 | (11) | | |

Urban Extension

Salem

| | | | | | | |
|---|---|---|---|---|---|---|
| COUNTY NAME | Marion | | | CODE 047 | PROGRAM STAGE | ☐ 1 OR ☒ 2 |
| ROUTE NO. S | FEDERAL-AID 121 | STATE 162 | U.S. -- | | | |

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | SR 22, Airport Rd. (Salem), E. 1.3 mi. | 1.3 | 13,500 | 10,550 | 2,950 | | P.E. all phases including PS & E preparation |
| | | | | | | | (Future 4-12' lanes HT pavement, 8' median, 10' shoulders & revisions of 2 structures) |
| | (Airport Rd.- Lancaster Drive Sec.) | | | | | | ROW - 150' minimum Access Control-Full Parking restrictions- Partial |
| | PROJECT TOTALS | 1.3 | 13,500 | 10,550 | 2,950 | | |

REMARKS

-OVER-

## AIRPORT ROAD-LANCASTER DRIVE SECTION

## PROJECT NO. US-265(11)

Remarks Cont.:

Existing Facility:

Roadway: Variable 24' to 48' roadway with 8-10' shoulders.
Structures: Mill Creek Bridge; 200' RCDG; HC 30'; H-20.
I-5 O'xing: 190' RCDG; HC 30'; H-20.

Adjacent Sections:

W. End: 24-foot paved roadway with 4-foot shoulders
E. End: 48-foot paved roadway with 8-foot median & 10-foot shoulders.

Project Data: The work under this project consists of all phases of preliminary engineering including P.S. & E. preparation as required for the proposed future construction necessary to widen the existing facility to provide for 4-12 foot travel lanes with 8-foot median and 10-foot shoulders.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport (McNary Field) lies south of and adjacent to the westerly end of the existing facility. The proposed facility will not cause any conflict with the operation of the airport.

PPM 90-1: An appropriate environmental statement will be submitted under separate action.

IM 50-1-70 Requirements: District 3 Clearinghouse letter of approval dated November 25, 1974.

Notice of Intent was submitted to the State Clearinghouse on October 11, 1974 and as the notice has lain before the Clearinghouse more than the required 30 days without response it is assumed that no adverse review or comments will be received.

Urban Transportation Planning (PPM 50-9): No
will not result in the alteration of land-use
and therefore should not cause any change in

Public Hearing: Not required under the provis
PPM 20-8.

Data for PR 37:

| | |
|---|---|
| Preliminary engineering | |
| Field Work | $ 4,500 |
| PS & E Preparation | 9,000 |
| | $13,500 |

NOTE: This project is in Congressional Distr

AIRPORT ROAD-LANCASTER DRIVE SECTION

PROJECT NO. US-265(11)

24' to 48' roadway with 8-10' shoulders.
reek Bridge; 200' RCDG; HC 30'; H-20.
CDG; HC 30'; H-20.

aved roadway with 4-foot shoulders
aved roadway with 8-foot median & 10-foot

under this project consists of all phases of
including P.S. & E. preparation as required
construction necessary to widen the existing
4-12 foot travel lanes with 8-foot median and

s, Water Developments, Historical and
ne involved.

bal Airport (McNary Field) lies south of and
y end of the existing facility. The proposed
any conflict with the operation of the airport.

te environmental statement will be submitted

: District 3 Clearinghouse letter of approval

mitted to the State Clearinghouse on October 11,
as lain before the Clearinghouse more than the
t response it is assumed that no adverse review
eived.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in the alteration of land-use or traffic-flow patterns and therefore should not cause any change in planning completed or underway.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Data for PR 37:

| | |
|---|---|
| Preliminary engineering | |
| Field Work | $ 4,500 |
| PS & E Preparation | 9,000 |
| | $13,500 |

NOTE: This project is in Congressional District No. 2.

Salem
FAU / State Proj

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 3, 1974

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Marlowe Krohn
DESIGNER

SUBJECT: Permanent Easements Required
25th Street-Lancaster Drive Sec.
North Santiam Highway

RECEIVED
COUNTY & CITY SECTION
DEC 6 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☒ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

On Wednesday, November 6, you raised the question of a hearing for this section. The matter was also discussed with Assistant County/City Engineer, Don Harwell and Environmental Section Manager, Gary Potter.

Three permanent easements are contemplated in the plan submitted by this office. One of these is on the city portion of the project. The other two are on the Airport Road leg.

None of these are of sufficient consequence to warrant a public hearing. If necessary, they could all be eliminated rather than hold a public hearing and delay this project.

You requested a written recommendation from this office. For this purpose attached is Regional Liaison Agent, D. A. Terbell's November 26, 1974, report.

In summary:

MISSION PROPERTIES on the city portion of the project are clearly agreeable to the permanent easement. It is simply, to complete the filling of a ditch that will be replaced with a storm sewer system. We should proceed with this acquisition. If there are any problems, the curb can be extended in height, and a vertical inlet constructed in the backedge of the curb to pick-up the small amount of drainage that will rain into the open ditch if the easement is not acquired and the ditch filled.

STATE OF OREGON owns both sides of Airport Road. The permanent easement on the westerly side is strickly for slope purposes. This could be avoided by either steepening the slope or constructing a curb. This should be reviewed with the designer. However, the better project is to proceed with acquisition of the easement which the General Services are agreeable to. The easement on the easterly side is for frontage road purposes. The property that will be served is owned by Leonard Ryan. He objects to this particular means of access. Therefore, our plan should be to simply restore what presently exists. This is not an ideal situation from a traffic standpoint. Therefore, we should still proceed with acquisition of the permanent easement so this frontage road can be constructed whenever there is any change made in Mr. Ryan's property. Proceeding with the acquisition would protect the area needed for frontage road purposes from other encumbrances.

Also attached is a modified plan for the frontage road to eliminate any necessity of acquiring an easement from Mr. Ryan. The original plan as submitted from the field did call for an easement across the corner of his property. By utilizing this plan, no easement from him would be necessary.

GWW/elk
Attachs.
cc: Gary Potter ✓
Don Harwell
Jim Chaney
Dave Terbell
Victor Wolfe

Salem Oregon
November 26, 1974

Airport Road - Pacific Hwy Section
North Santiam Highway
Marion County
Prefix 124-1453-913

To:

John R. Oakes
Ass't Right Of Way Engineer
State Highway Bldg. Rm 117
Salem, Oregon - 97310

REGION 2 ENGINEER
RECEIVED
NOV 26 1974
☑ RE ☑ HCE ☑ HME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE
c

Transmitted herewith please find brief R/W Liaison report on the above section.
No access list as such is submitted at this time. Access is uncontrolled. Approach location points have been explained on the E-631 form.
There will be no displacements therefore no relocation study or plan is required.
In haste. Please excuse hand written report.

D. A. Turbell
Regional Liaison Agent

cc - Region (2)
- Rod Henry

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other________ File No. N/A

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Ryan

☐ Acquisition ☐ Relocation ☐ Other________ Section Airport Rd-Pac Hwy

Name Leonard V Ryan Address 3309 Windsor N.E. Salem. Ore.

Documents Delivered:

| | Date |
|---|---|
| Brochures, A & R | |
| Letter, O-Benefit | |
| Option | |
| R Claim Forms | |

Area of Taking________ Amount Approved $________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

| Offer | Amount | Replcmt Housing | Rent Supp. | Date Written | Date Verbal |
|---|---|---|---|---|---|
| 1st | | | | | |
| 2nd | | N/A | | | |
| 3rd | | | | | |
| 4th | | | | | |

DIARY OF CONTACT

| Date | All Persons Present and a Statement of the Discussion |
|---|---|
| 11/25/74 | Met with Leonard Ryan, in this field office, as agreed upon earlier. Showed him the detail map of the preliminary proposal including the method to access his property by a frontage road (service road extending northerly, parallel to Airport Road for 980'± where it connects to Airport Rd just beyond where the three lanes merge to two. This access road would connect to Ryans property at Sta "AR" 118+25± where he presently has direct access. The balance of his hwy frontage is access controlled by negotiations through the previous owner. I inquired for Mr. Ryans reactions to this proposal. He said he would not willingly accept this change, that it would ruin the commercial potential of his land and ruin the potential value of the State owned land adjacent northerly and upon which the proposed access road would be constructed. He has had plans to develop this 35A± site into quite a complex. |

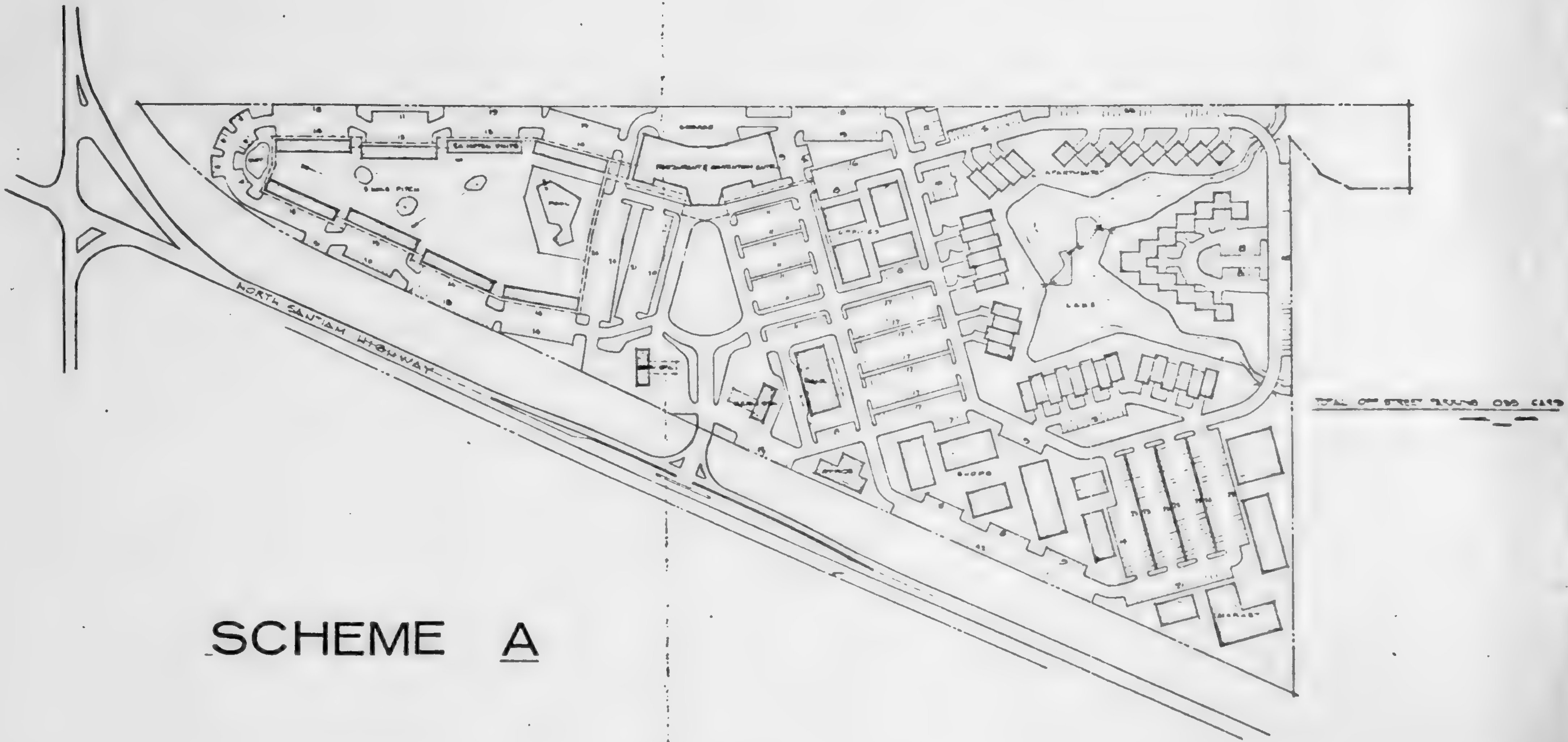
By A. A. Terrell
Right of Way Agent

Use reverse side (tumblehead)

E-708 7-19-71

see copy of his plan attached. He had hoped to undertake this development after the Santiam Hwy was improved to four lanes. He had also nourished plans for getting an access to the Santiam hwy at approximately the center of his frontage. He said he had tried to obtain access here a few years back but was denied his application and advised to try again at a later date. He feels, from a traffic point of view, State would be in a better position to grant him an access point, that he would be willing to pay for, than to leave him accessed where he is, in the curve of the Hwy connection to Airport Rd. He is willing to donate land if it is necessary, from an engineering standpoint, to accomodate a traffic pattern for maneuvers for ingress c egress. Also he would relinquish the existing access location in exchange, plus cash. He requests the State to give this request further consideration. He will not agree to accept the frontage road proposal, even though it was pointed out the language in the access control deed previously given to the State, contains the standard frontage road clause. He claims this change in location of the approach from his property to Airport Rd takes much of the value from his property and gives it to the State owned land abutting northerly, which he is aware has been considered as being excess State land and subject to sale to a private party if declared surplus. In parting he requested further study to access him to the Santiam

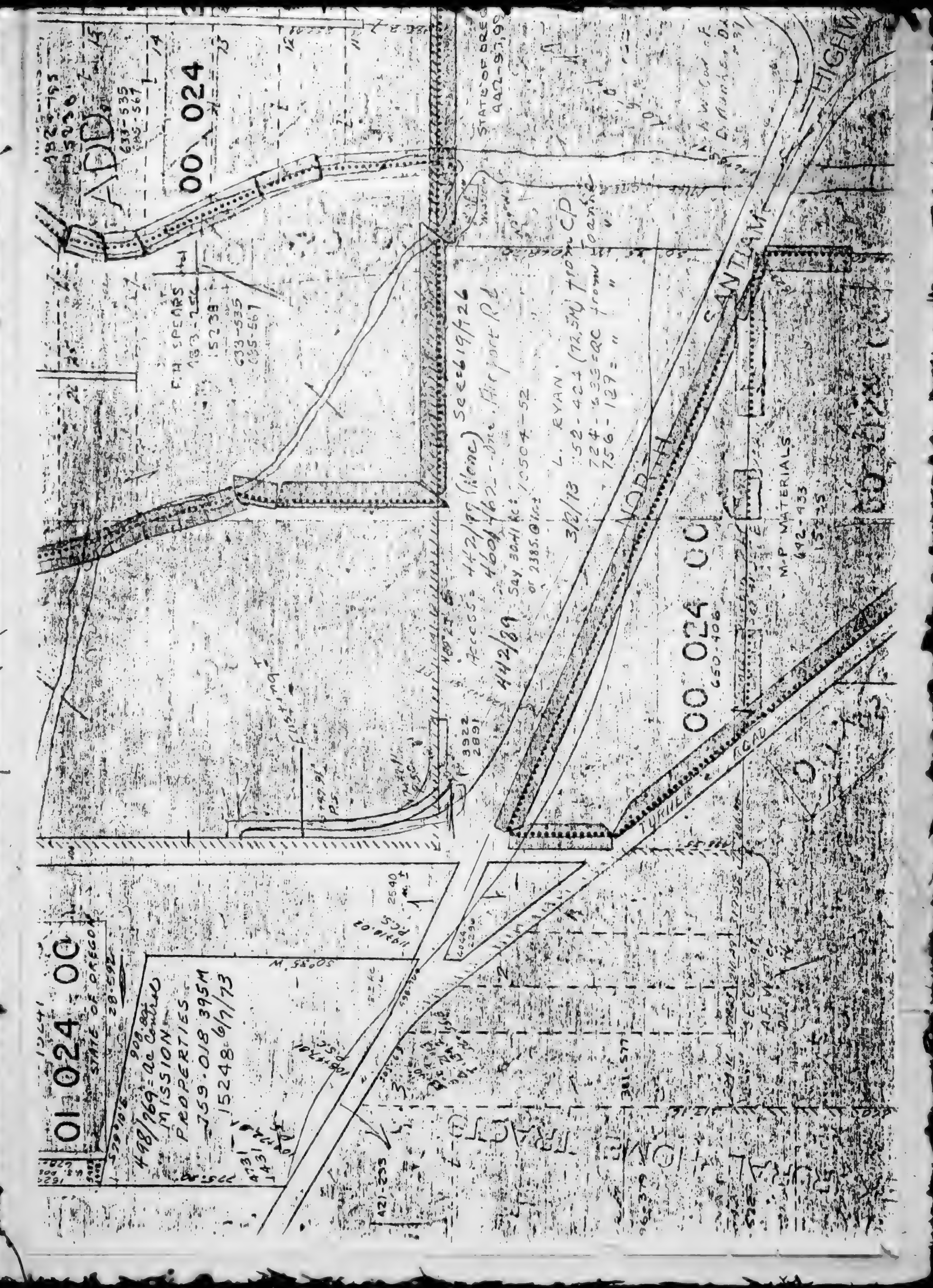
A. E. Tirrell

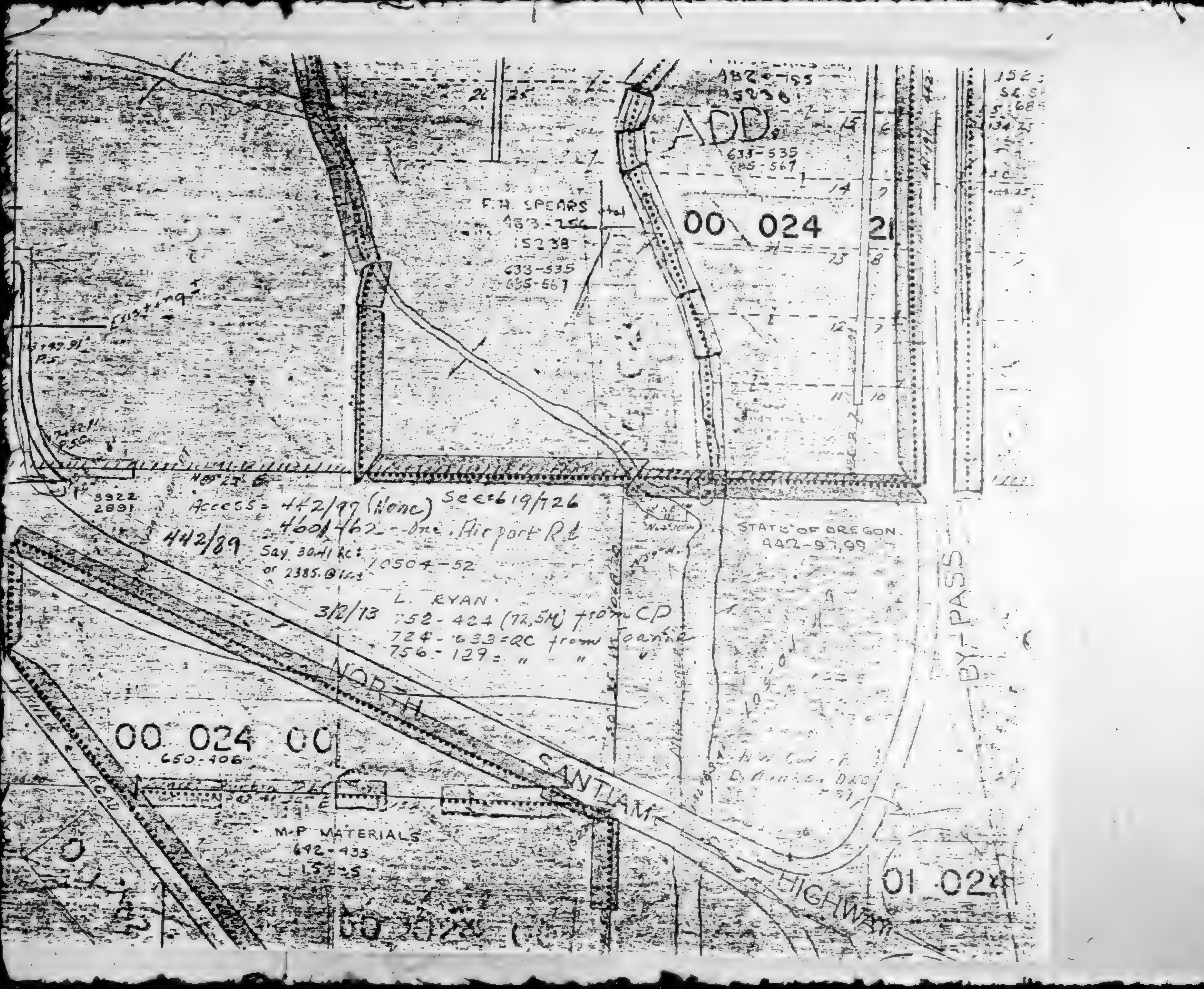


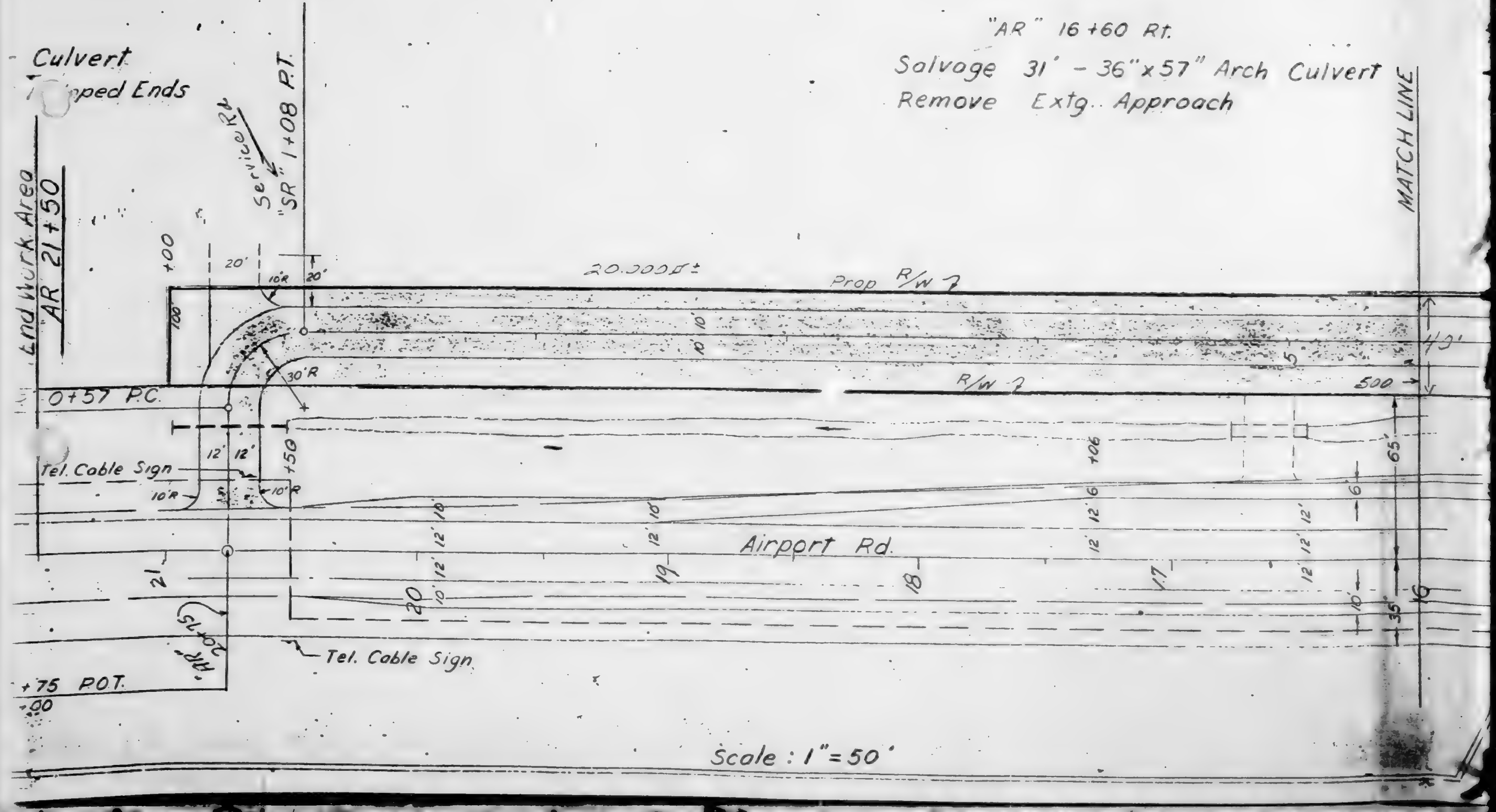
NORTH SANTIAM HIGHWAY
APARTMENTS
LAKE
OFFICES
GARAGE
TOTAL OFF STREET PARKING [illegible] CARS

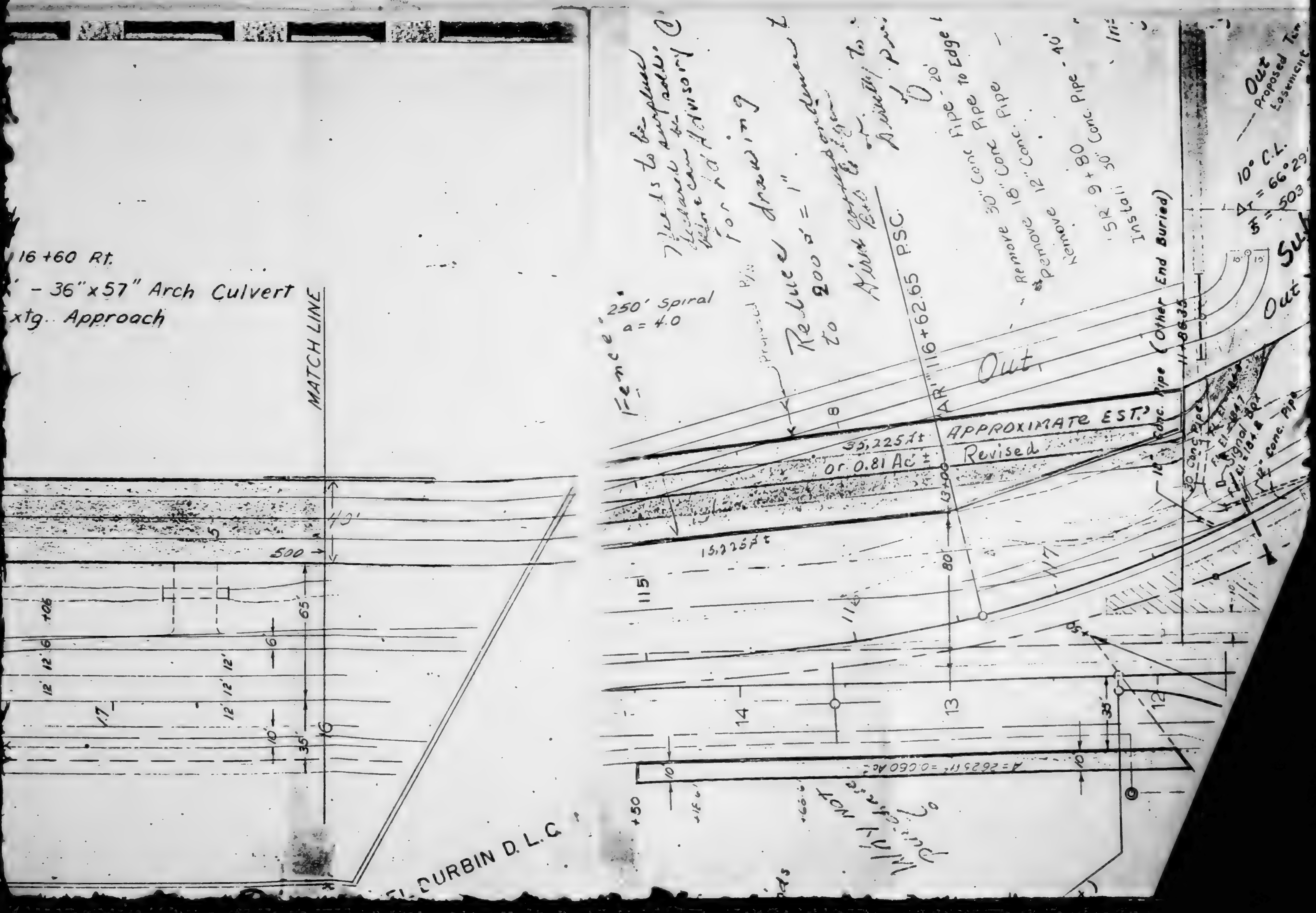
# SCHEME A

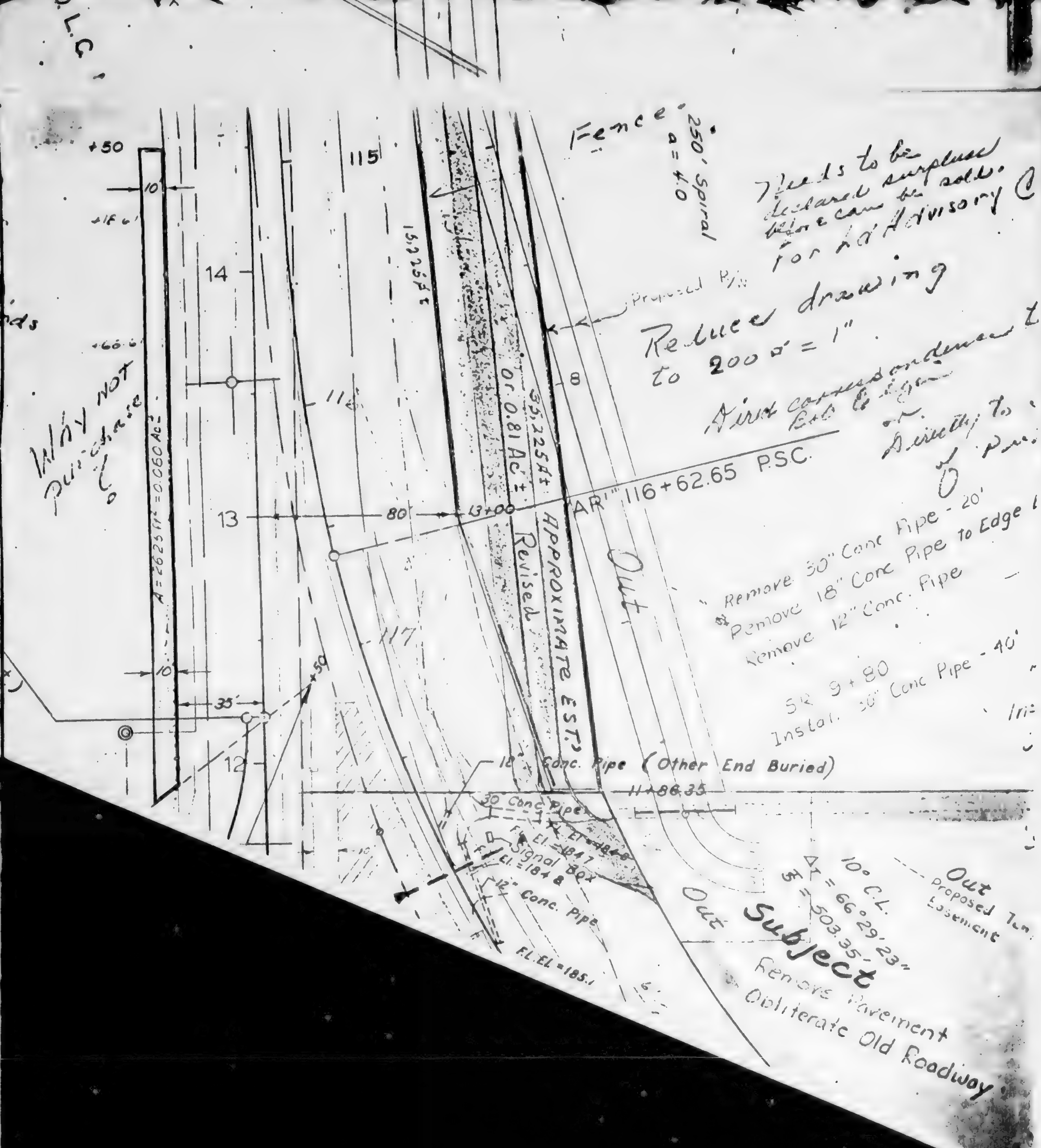
LAND USE STUDY
AIRPORT PLAZA
A CONVENTION CENTER DEVELOPMENT
FOR LEONARD RYAN · SALEM, ORE.
WILMOT & GAABYE
AIA ARCHITECTS

 
00 024
ADD
STATE OF OREG
442-97,90
F.H. SPEARS
15238
633-535
695-567
CP
See 619/426
442/99 (None)
Access = 460/162 - Ore. Airport Rd
Say 30.41 Ac±
1504-52
of 2385.01 Ac±
442/89
3/2/73
L. RYAN
52-424 (72.5M) 710 CP
724-333 = QC from Darke
756-127 = "
NORTH SANTIAM
HIGHWAY
00 024 00
650-406
M-P MATERIALS
692-933
TURNER ROAD
Existing
3922
2891
25.40
01 024 00
STATE OF OREGON
28-592
498/969 = Oc Central
900.00
MISSION PROPERTIES
759-018 395M
15248 6/7/73
421-235
TRACT


ADD
00 024 21
00 024 00
01 024
F.H. SPEARS
483-256
15238
633-535
685-567
482-195
45236
STATE OF OREGON
442-97,99
BY-PASS
NORTH SANTIAM HIGHWAY
TURNER ROAD
M-P MATERIALS
442-433
650-406
Existing
3922
2891
N 89° 23' E
Access = 442/97 (None) See 619/726
460/462 - One, Airport Rd
442/89
Say 30.41 Ac ±
or 2385.@ 1ac ±
10504-52
L. RYAN
3/12/73 752-424 (72.5M) from CP
724-633 = QC from Joanne
756-129 = " "
N.W. Cor. of F. D. Banks, DLC #37


"AR" 16+60 Rt.
Salvage 31' - 36"x57" Arch Culvert
Remove Extg. Approach
MATCH LINE
Culvert
Tipped Ends
End Work Area
"AR" 21+50
Service Rd
"SR" 1+08 RT.
+00
20'
10'R
20'
100
20.000 ±
Prop R/W
R/W
30'R
0+57 P.C.
+50
12'
12'
Tel. Cable Sign
10'R
10'R
Airport Rd.
21
20
19
18
17
16
10 12 12 10
12 10
12 12 9
12 12 12
10 10
5
500
1.3'
65'
35'
6
10
+06
"AR" 20+75
Tel. Cable Sign
+75 POT.
+00
Scale : 1" = 50'


16+60 Rt.
- 36"x57" Arch Culvert
xtg. Approach
MATCH LINE
500
40'
65
6
10
35
16
12 12 6 +06
12 12 12
17
5
115
Fence
250' Spiral
a = 4.0
Proposed R/W
Needs to be checked and amplified before can be added for Ad Advisory
Reduce drawing to 200' = 1"
First correspondence to B&O to sign – directly to property
AR" 116+62.65 PSC.
Out
APPROXIMATE EST.
Revised
35,225 ft
or 0.81 Ac ±
15,225 ft
13+00
80
11
13
14
8
Remove 30" Conc. Pipe - 20'
Remove 30" Conc. Pipe to Edge
Remove 18" Conc. Pipe
Remove 12" Conc. Pipe
'SR' 9+80
Install 30" Conc. Pipe - 40'
12" Conc. Pipe (Other End Buried)
11+86.35
30" Conc. Pipe
Fl. El. 184.7
Signal Box
Fl. El. 184.8
12" Conc. Pipe
Out
Proposed Tem. Easement
10° C.L.
Δr = 66°29'
Ŝ = 503
Sub
Out
12
35
10
+50
A = 2625 ft² = 0.060 Ac.
10
+50
+14.6
+66.6
Why NOT Purchase
ĿL. DURBIN D. L. C.



Fence
250' Spiral
a = 4.0
115
+50
10
14
Proposed R/W
8
35,225 Ft
Or 0.81 Ac ±
15,225 Ft
APPROXIMATE EST.
Revised
"AR" 116+62.65 P.S.C.
13
80
13+00
Out
Why not purchase
A = 2625 Ft = 0.060 Ac ±
117
+50
10
35'
12
Remove 30" Conc Pipe - 20'
Remove 18" Conc Pipe to Edge
Remove 12" Conc. Pipe
SR 9+80
Instal. 30" Conc Pipe - 40'
12" Conc. Pipe (Other End Buried)
11+86.35
30" Conc Pipe
Fl. El. = 184.8
Fl. El. = 184.7
Signal Box
El. = 184.8
12" Conc. Pipe
Fl. El. = 185.1
Out
10° C.L.
Δ = 66°29'23"
T = 503.35'
Subject
Remove Pavement
& Obliterate Old Roadway
Out
Proposed Tem.
Easement
P.L.C.

Needs to be declared surplus before can be sold. for R/W Advisory C

Reduce drawing to 200' = 1".

Direct correspondence to Est. & Design or Directly to ... of Pr...

## LIAISON ESTIMATE OF RIGHT OF W[illegible] COST

Owner State Of Oregon

File No. N/A

Address See Robert C. Elgin, Admtr
General Service Bldg
1225 Ferry ST. S.E.

Phone 378-4663

Line Designation "AR"

Section Airport Rd - Pac Hwy

Contract Purchaser N/A

Address

Phone

Highway North Santiam

Lessee State Penitentiary using for hay production, east side. West side

Address leased to the Military Dept.

County Marion

Total Area Slope easemt - Acquisition ① Perm Esm't 0.81 A± ② 0.060 A± =

Limits of Acquisition: "AR" 11+87 to "AR" 21+00 = Sta. "AR" 11+87 Sta. "AR" 14+50

Remainder Right Left

Date of Report 11/20/74

Nature of property acquired: Special use, unimproved, excellent location, lays very well, has higher & better use potential.

How does acquisition affect balance of grantor's property? Permanent roadway easement has the same effect on property as a fee taking as far as use is concerned ①. Slope & work easement, no ill effect ②

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Control unchanged. No deeded control known. State to cons't 20' top surfaced approach connection to service road at Station "AR" 20+70

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: N/A

Land Service Facilities (conduits, pipelines, underpasses, etc.): N/A

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

### VALUATIONS

| | Type | Area | Unit Value | Total Value |
|---|---|---|---|---|
| Land: | ① P. Easm't. Com'l potential | 0.81 A± | $25,000. | 20,250. |
| | ② T. Easm't. Special use | 0.06 A± | Minimum Consideration. | 200. |
| Improvements: → | N/A | | | |

Damages: Considered in Land above

Total Real Property Estimate $ 20,450.

Moving Estimate: $ N/A
Additive Estimate: $ N/A
Incidental's Estimate: $ 250
Demolition Estimate: $ N/A

W. A. Terbell
Liaison Agent

E-631 7/1/73
Dist. - Salem, District File [Ref. 16]

The permanent easement for a roadway is a very nebulous situation to relate to value. Since the easement for this purpose would be permanent, this land under easement, could not be used for any other purpose than as a roadway. It would therefore lose all of its ability to produce income but still remaining for care under the underlying fee. If privately owned, would still remain on the tax roll. Since it is State owned land and used by a State agency for agricultural purposes it will still reduce its ability to produce and likely be a liability to maintain toward weed control, erosion and or what ever, so long as the land is used as at present. Under these circumstances it would seem the value of a permanent easement for a roadway would equal the value of a fee taking.

On the contrary, if this land should be declared surplus, and sold into private ownership, as has been considered, this easement and roadway might be of considerable benefit to some future developer as a service road. I can find no legal access control to Airport Road, but it still remains under control by police power. Uncontrolled access to the frontage road, as it could be considered if it were in private hands and developed, could be a benefit. It is doubtful, in my mind, that any future, private owner would be able receive approval on a road approach application for additional approach connections along this particular frontage because of the hazzard involved. I have therefore valued the easement at half the fee.

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other________ File No. N/A

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name State of Oregon

☐ Acquisition ☐ Relocation ☐ Other________ Section Airport Rd.: Pac. Hwy

Name Robert C. Elgin, Administr. Address General Services Bldg. 1225 Ferry ST. S

| Documents Delivered: | Date |
|---|---|
| Brochures, A & R | |
| Letter, O-Benefit | |
| Option | |
| R Claim Forms | |

Area of Taking________ Amount Approved $________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

| Offer | Amount | Replcmt Housing | Rent Supp. | Date Written | Date Verbal |
|---|---|---|---|---|---|
| ~~1st~~ | | | | | |
| 2nd | | N/A | | | |
| 3rd | | | | | |
| 4th | | | | | |

DIARY OF CONTACT

| Date | All Persons Present and a Statement of the Discussion |
|---|---|
| 11/19/74 | Met with Mr. Elgin. Showed him our detail map. Explained the proposal as shown and the need from State lands for a permanent easement for a service roadway to the Ryan property, east side of Airport Rd and a slope easement, west side. Mr. Elgin assured me there should be no problem in obtaining what we need but certain time consuming procedures are required. These decisions are made by the Public Land Advisory Committee, chaired by Senator Victor Atiyeh. They meet in Mr. Elgins office. Their next meeting is scheduled for early in December. Mr. Elgin will recommend either a permanent easement or an outright purchase, (sale) whichever we need. Before a transaction can be consummated, it must first be declared surplus. To expedite this acquisition for an early letting we are requested to supply the Committee |

By R. N. Turner
Use reverse side (tumblehead) Right of Way Agent

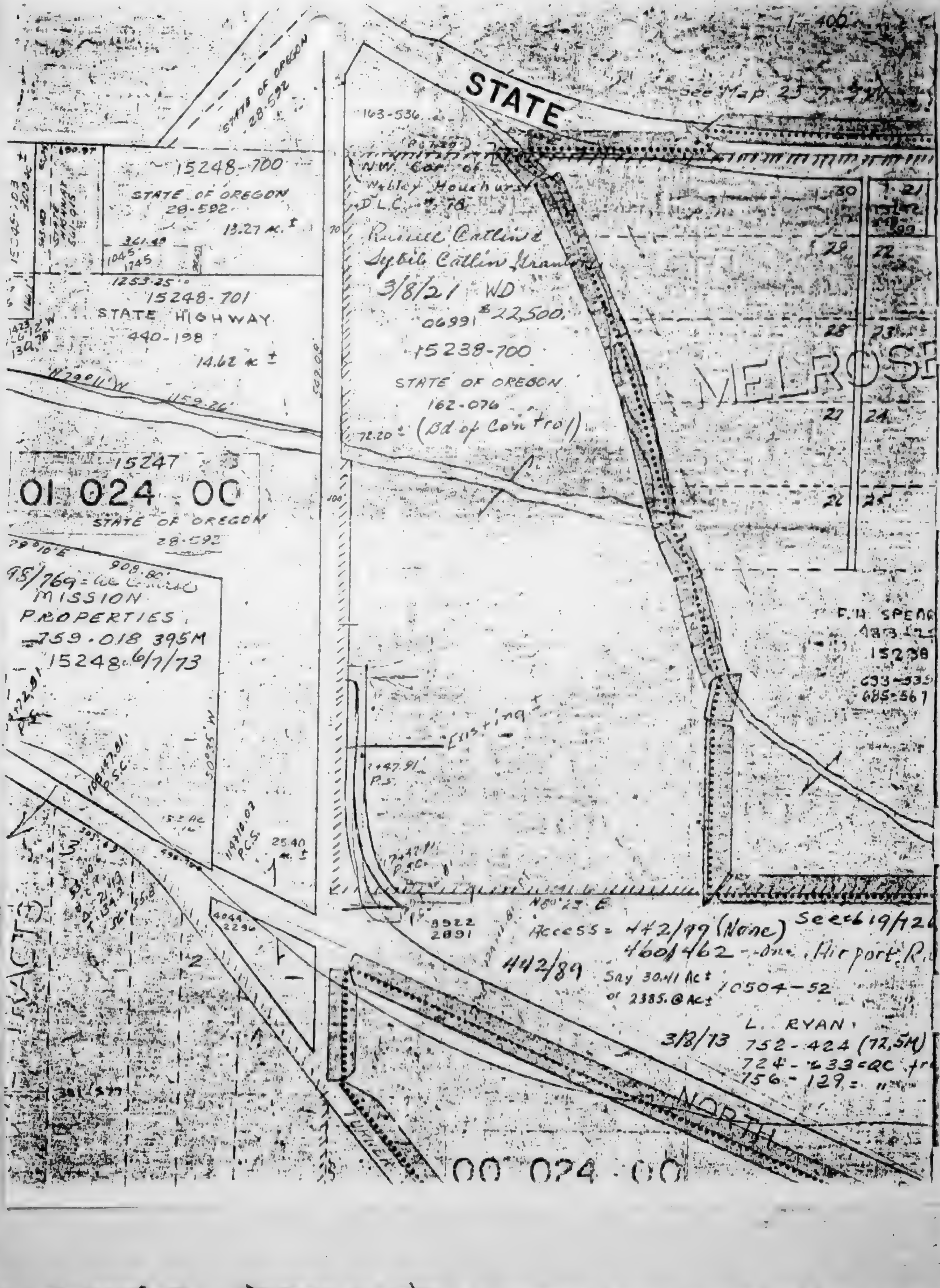
81-734 3708 7-19-71

with a reduced in size drawing (ours is 1"=50') showing State Lands from the Santiam Hwy to beyond Shelton ditch northerly, including the areas needed. This could possibly be drawn to 1"=200' scale. Supply a formal letter of request, explaining need with the drawing. In as much as any monies for these considerations must go into the general fund, all transactions must be carried on under the premise of fair market value exchange. Consideration has recently been given to declaring the easterly side, used by the penitentiary for agricultural purposes as surplus lands.

It is emphasized, a formal letter of request is necessary in order to initiate these proceedings. This letter can be addressed to

Robert C. Elgin, Administrator
Real Property Division
Dep't Of General Services
General Services Bldg.
1225 Ferry St. SE
Salem 97310

(Ph# 378-4663)


1" = 400'
STATE
See Map 23 7 ...
STATE OF OREGON 28-592
163-536
NW. Cor. of
Webley Hauxhurst
D.L.C. # 78
15248-700
STATE OF OREGON
28-592
13.27 Ac. ±
1045
1745
1253.25
15248-701
STATE HIGHWAY
440-198
14.62 Ac ±
N79°11'W
1159.26
Russell Catlin &
Sybil Catlin Grantors
3/8/21 WD
06991 $22,500.
15238-700
STATE OF OREGON
162-076
72.20 ± (Bd of Control)
MELROSE
30
21
29
22
28
23
27
24
26
25
15247
01 024 00
STATE OF OREGON
28-592
95/769 = ...
MISSION
PROPERTIES
759-018 395M
15248 6/7/73
909.86
S0°35'W
Existing ±
7+47.91
P.S.
15.2 Ac
25.40 Ac ±
1
4044
2290
9922
2891
F.H. SPEAR
483-12
15238
633-535
685-561
Access = 442/99 (None)
460/462 - ... Airport R...
See 619/126
442/89
Say 30.41 Ac ±
of 2385.@ Ac ±
10504-52
L. RYAN
3/8/73 752-424 (72.5M)
724-633 = QC ...
756-129 = "
NORTH
TURNER
3
2
00 024 00

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Mission Properties
See Les Green and Wayne Hadley at
Address Capitol Chevrolet & Cadillac
510 Com'l ST. N.E. Salem Phone 363-3175

File No. N/A
Line Designation "LC"
Section Airport Rd - Pac' Hwy

Contract Purchaser None
Address
Phone

Highway North Santiam

Lessee N/A
Address

County Marion
Limits of Acquisition:

Total Area Acquisition 0.336 A±
Sta. 104+85 Sta. "LC" 113+50
Remainder Right Left
Date of Report 11/19/74

Nature of property acquired: Com'l property, as yet undeveloped. Formerly the Salem Gun Club. To be the new Chevrolet - Cadillac agency location. Temp' easement needed to fill open ditch after installation of underground drainage system & slight fill slope tap

How does acquisition affect balance of grantor's property? Temporary constructio easement, no ill effect. Constr'n will be a special benefit.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Northerly side, 34' Top sufaced width approach @ Sta 105+64
State construct " " " " " " " 108+28

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock
☐ To be Constructed by State. Explain: N/A

Land Service Facilities (conduits, pipelines, underpasses, etc.):
N/A

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area
☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

| | Type | Area | Unit Value | Total Value |
|---|---|---|---|---|
| Land: | Com'l | 0.336 A± | Nuisance Value during Constr. | 1,000. |
| Improvements: | None | | | |
| Damages: | None | | | |

Total Real Property Estimate $1,000.

Moving Estimate: $ N/A
Additive Estimate: $ N/A
Incidental's Estimate: $ 50.00
Demolition Estimate: $ N/A

D. A. Tirhell
Liaison Agent

E-631 7/1/73
Dist. - Salem, District File [Ref. 16] (OVER)

Five or six trees, (I think elm) are within the proposed easement area. It is requested by the architect, Bob Sherman, for the owners, that any trees within the easement area be protected and saved if possible. In the event it is impossible to save any of these trees the estimate of $1,000. should be adequate consideration for this temporary easement.

A. A. Terbell

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other ______ File No. N/A

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Ph# 363-3175

☐ Acquisition ☐ Relocation ☐ Other ______ Section Airport Rd.-Pac Hwy

Name Mission Properties Address Capitol Chevrolet & Cadillac 510 Commrc'l N.E. Salem, Ore.

Documents Delivered:

| | Date |
|---|---|
| Brochures, A & R | |
| Letter, O-Benefit | |
| Option | |
| R Claim Forms | |

Area of Taking ______ Amount Approved $ ______

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

| Offer | Amount | Replcmt Housing | Rent Supp. | Date Written | Date Verbal |
|---|---|---|---|---|---|
| 1st | | | | | |
| 2nd | | | | | |
| 3rd | | N/A | | | |
| 4th | | | | | |

DIARY OF CONTACT

| Date | All Persons Present and a Statement of the Discussion |
|---|---|
| 11/19/74 | Met with Les Green and Wayne Hadley of Mission Properties, owners of the land where Capitol Chevrolet & Cadillac are to construct their new agency. Showed them the detail map and explained the need for a construction easement, as highlighted in yellow, on the map. As the use of this easement area and the resulting construction will be a benefit to the property and not in conflict with their plans for its developement, they offer no objection to this kind of an agreement. They presented questions I was unable to answer at this time, but will find out & let them know. I need a drawing of the proposed channelization re/ left turn movement into their property. I need exact as possible, grade change info. Signals were discussed. 25th & Mission is signaled, to remain unchanged as I understand it. Airport R'd at Mission will be signaled, I am not sure whether a change is planned of the present method. |

By D. A. Turbell

Use reverse side (tumblehead) Right of Way Agent

E-708 7-19-71

I need to find out how the city propose to finance their share of the cost. This seems to be important, whether they are to be assessed or not. They are concerned about the time element involved in bringing this project to a completed improvement. The answer was given as depending upon financing and it would depend upon the contractor to determine where and when he would complete any portion of the section, within the time limit allowed at the letting. Their plans called for constrn to start on their main plant in 2 yrs. They hope our constrn will be complete, along their frontage, before hand. Presently construction is under way on their Toyota agency.

After obtaining more info from engineering I am to meet with their architect, Bob Sherman. If he has no objections to the plan, they are all for it. The easement will be no problem.

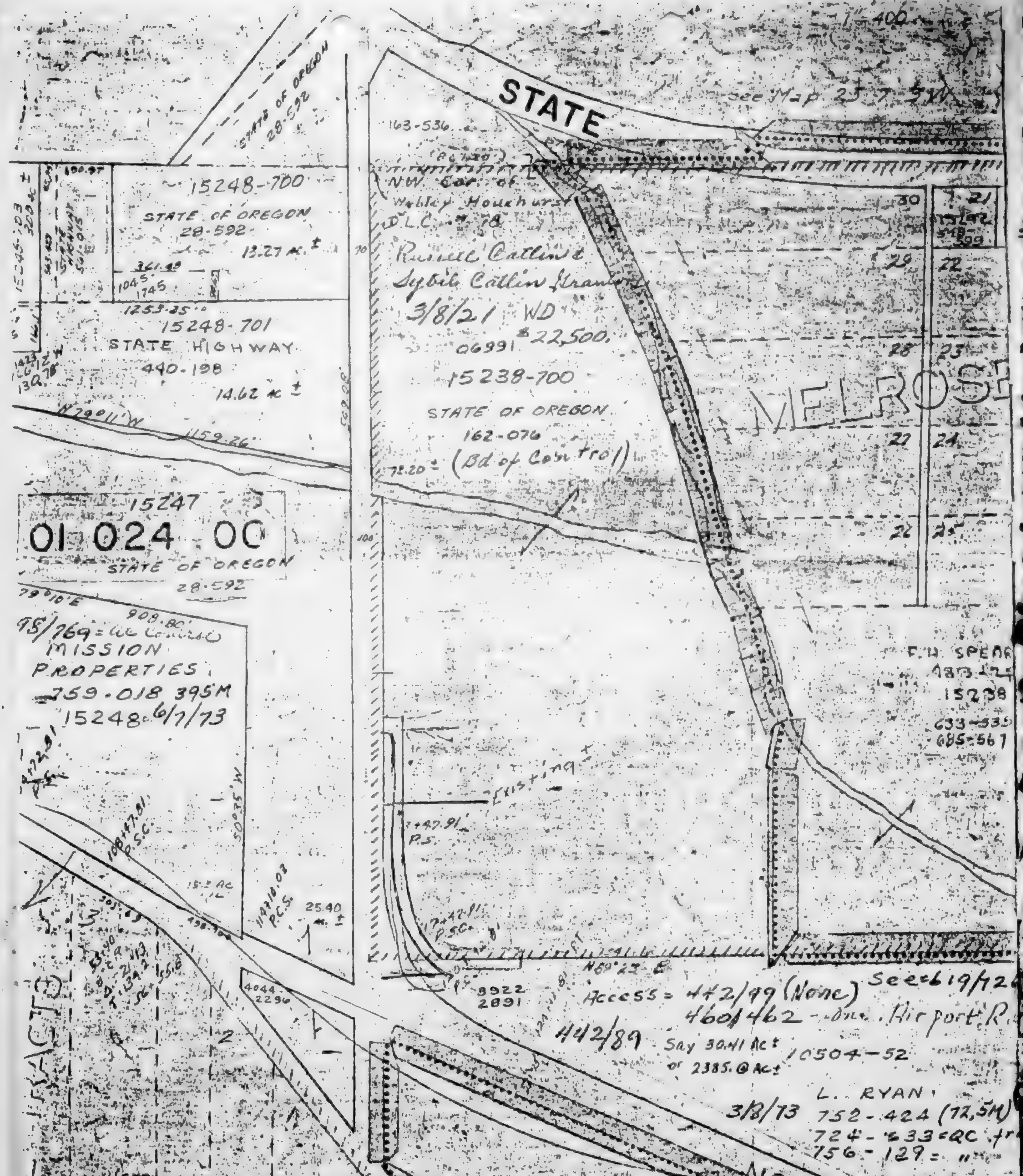
Call 581-4114 = Sherman.

D. A. Terbell

11/20/74 - Obtained info and channelization drawing from Don Thurston in Jim Chaney's office. Made appmt to meet with Bob Sherman at 3:30 on 11/21/74

11/21/74 - Met with Sherman. Showed him the proposed plan by the detail map including the proposed channelization, drainage, etc. Drainage is a main concern to the architects. All questions were answered to his apparent satisfaction, including City financing, which is yet not resolved. They want all trees saved in the easmt area where possible. Sherman will approve & so notify the owner.

D. A. Terbell

1" = 400'
STATE
See Map 2 7 3W
STATE OF OREGON 28-592
163-536
N.W. Cor. of Wesley Hockhurst D.L.C. # 78
Russell Catlin &
Sybil Catlin Grantors
3/8/21 WD
06991 $22,500.
15238-700
STATE OF OREGON
162-076
(Bd of Control)
72.20 ±
15248-700
STATE OF OREGON
28-592
13.27 ac ±
341.49
104.5
1745
1253.25
15248-701
STATE HIGHWAY
440-198
14.62 ac ±
N 79°11' W
1159.26
15247
01 024 00
STATE OF OREGON
28-592
79°10' E
908.80
98/769 = We Concord
MISSION
PROPERTIES
759-018 395M
15248 6/7/73
25.40 ac ±
4044
2296
9922
2891
Existing
N 89°22' E
Access = 442/99 (None)
460/462 - Airport R
442/89
Say 30.41 Ac ±
of 2385.@ Ac ±
10504-52
L. RYAN
3/8/73 752-424 (72.5M)
724-633 = QC
756-129 = "
See 619/726
MELROSE
30
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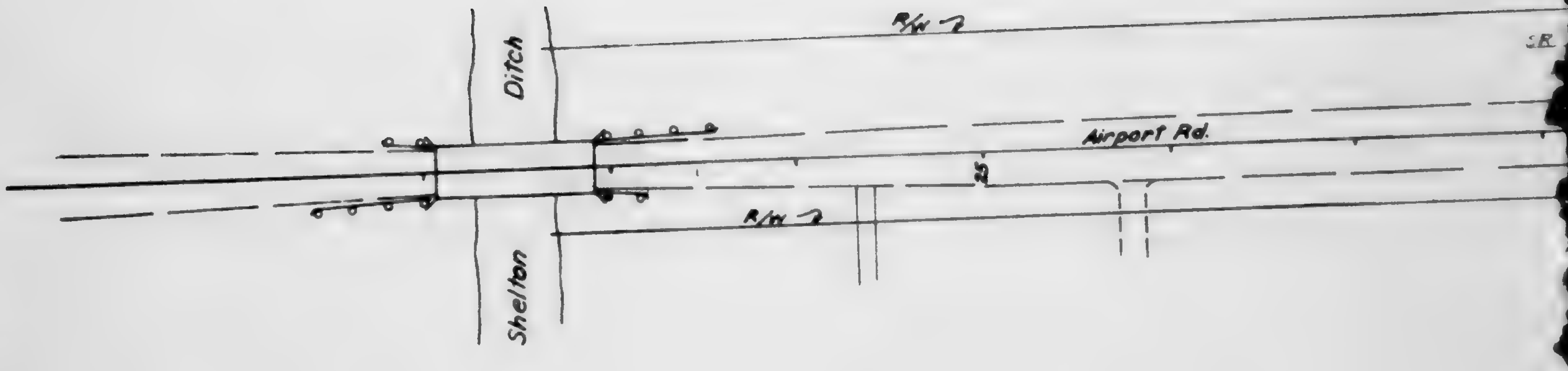
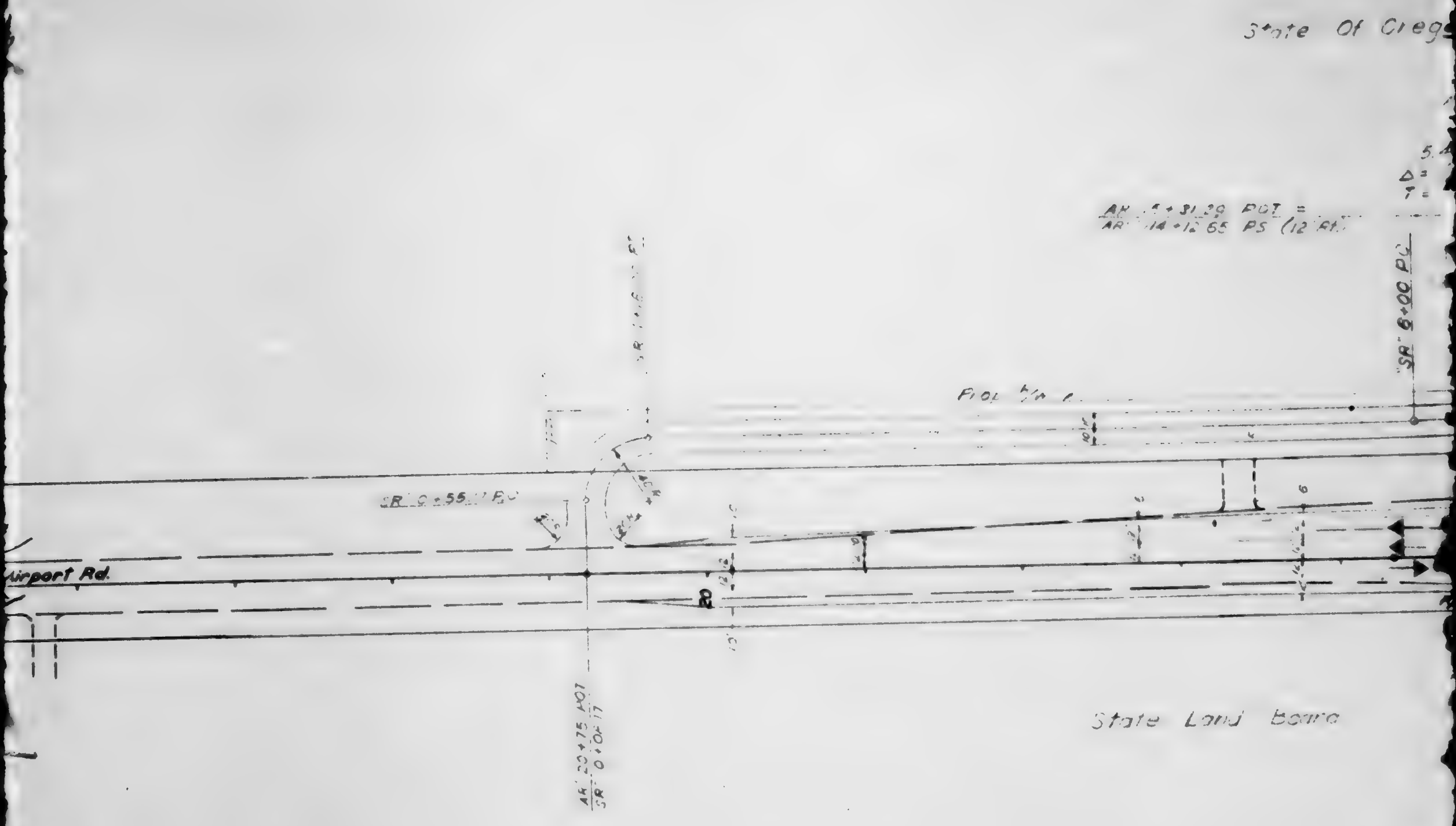
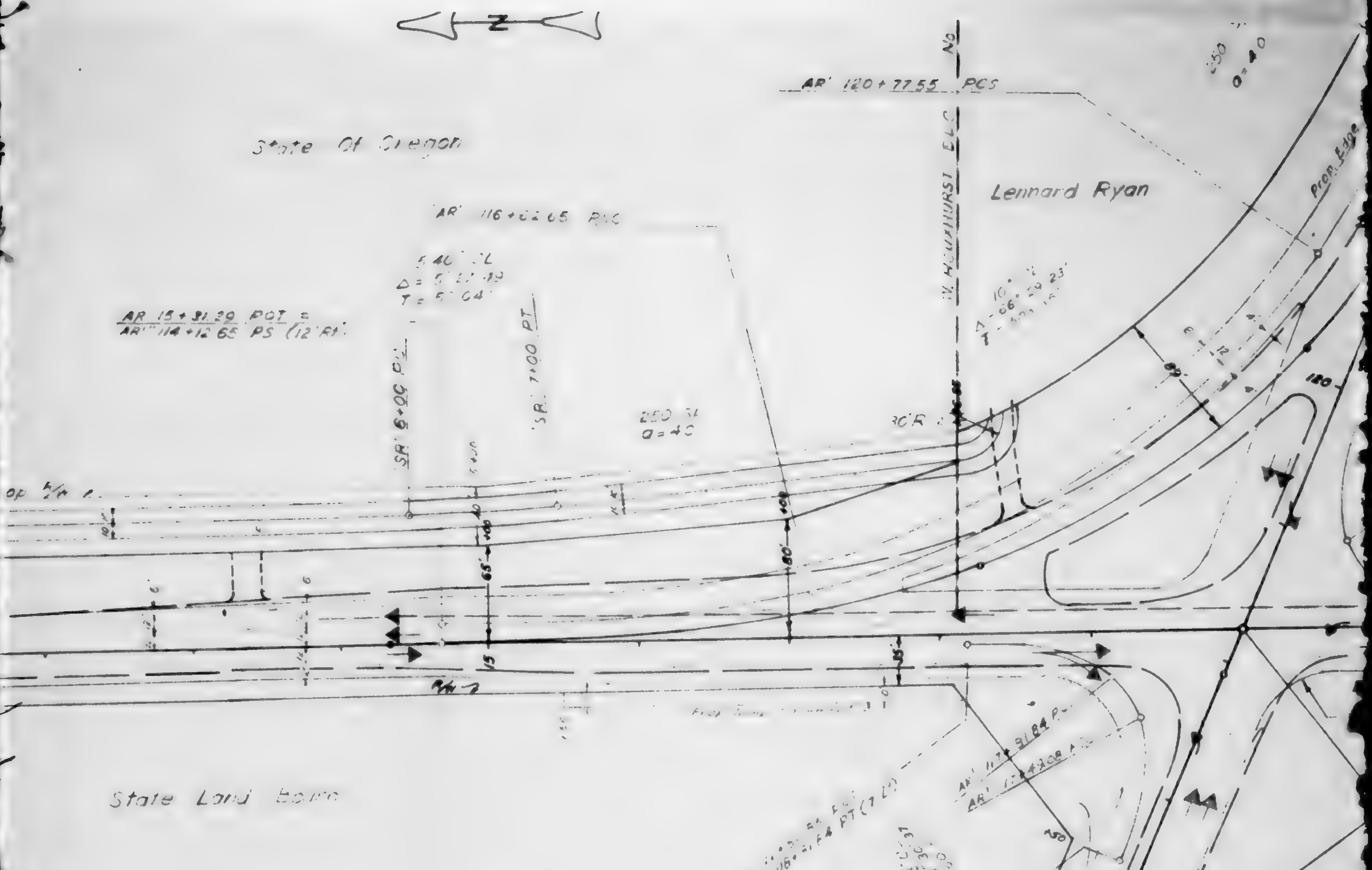
25
F.H. SPEAR
15238
633-335
685-567
NORTH
00 024 00

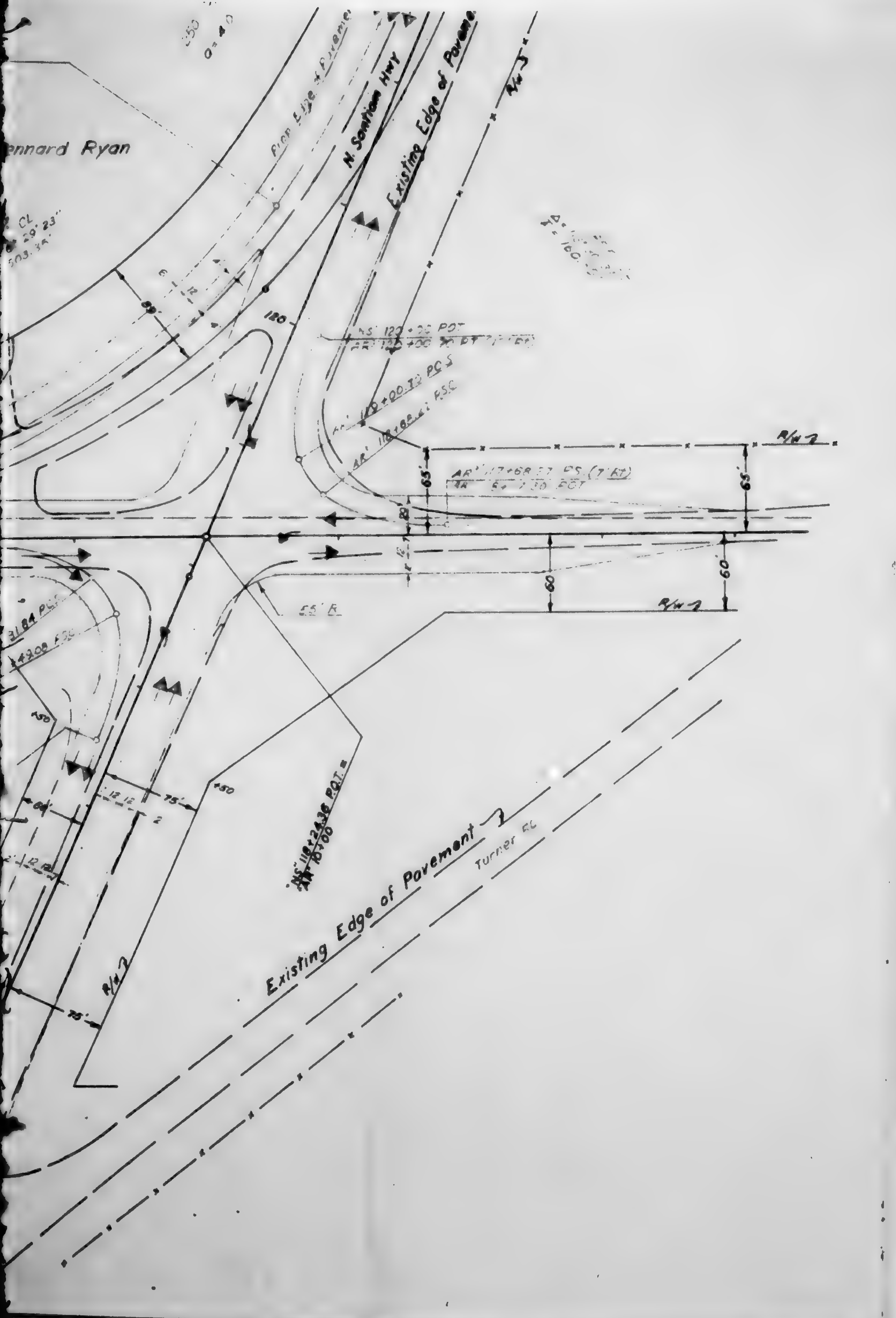

R/W
Ditch
Airport Rd.
25
R/W
Shelton
SR


State Of Oreg
5.
AR 31.29 POT =
AR 14+12.65 PS (12 Rt.
SR 6+00 PC
Airport Rd.
SR 0+55 PC
20
AR 20+75 POT
SR 0+00.17
State Land Board

Airport Rd. - N. Santiam Hwy Intersection
Scale: 1" = 100'


N
AR' 120 + 77.55 PCS
State Of Oregon
Lennard Ryan
N. McNUXHURST E.L.C.
AR' 116 + 62.65 P.C
Δ =
T =
AR 15 + 31.29 POT =
AR'' 114 + 12.65 PS (12' Rt)
SR' 6 + 00 PC
SR' 7 + 00 PT
250' R
a = 40
a = 40
Prop. Edge
R/W
State Land Board
R/W
R/W
Existi

ntiam Hwy Intersection
1" = 100'



Lennard Ryan
Prop Edge of Paveme
N. Santiam Hwy
Existing Edge of Paveme
R/W
120
NS' 120+00 POT
AR' 120+00 20 RT (7' Rt)
AR' 119+00.12 PC S
AR' 118+68.41 PSC
R/W
AR' 117+68.37 PS (7' Rt)
AR 54+ 30 POT
65'
65'
60
60'
R/W
55' R.
31.84 PSC
47.00 PSC
150
150
12 12
75'
2
75'
NS' 118+24.36 POT =
AR' 15+00
R/W
Existing Edge of Pavement
Turner Rd

8344

November 12, 1974

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

181-J
485-K

MISC. CONTRACTS and
AGREEMENTS No. 5129

Gentlemen:

Attached for your records is a fully executed copy of an Urban System Project Agreement covering improvement on the 25th Street-Airport Road Section of Mission Street, S.E.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

15

PREFIX NO. 324-1963

# LOCATION PROSPECTUS

25TH ST-AIRPORT RD (SALEM)
MISSION ST (FAU 2000)
MARION COUNTY

HIGHWAY: Mission St. (City St), Federal Aid Urban Route.

TERMINI: The westerly terminus is 0.24 mile west of the intersection of Airport Road and North Santiam Highway No. 162. The easterly terminus is 0.07 mile west of the intersection.

LENGTH: The total length of the project is 0.17 mile. Proposed alignment will not affect mile post distance.

NARRATIVE: The purpose of this survey is to prepare plans, specifications and cost estimate for the proposed widening of the existing 2-lane road to four lanes. An aerial reconnaissance was made in January 1974. The present road has a horizontal alignment of 0°45' curve with an approach to Turner Road on the southeasterly end of the project. The required soils investigation has already been completed.
The Salem Municipal Airport is approximately 0.2 mile south and adjacent to the proposed facility. The project will not affect the airport.
This project is a Federal Aid Urban project.

CHARACTERISTICS: The present facility has about 3' of rise. The existing road has a 0°45' curve with a total central angle of 7°33½'. The proposed alignment will sharpen the curve to 4°, but the central angle will remain the same. Traffic studies of this area have been tabulated.

STANDARDS: Proposed Class A highway. A maximum degree of curvature for a Class A highway in an urban area is recommended by OSHD standards. The proposed highway alignment is 4°. A maximum grade of 5% is recommended. The total rise of 3' in 900' for the facility is well under the maximum. Deviations from the State standards are anticipated.

TYPICAL SECTION: Four 12-foot lanes with 3-foot outside shoulders to the curb; a variable paved median of 0-13 feet.

ACCESS: Access is not controlled.

| | | |
|---|---|---|
| SURFACING: | Wearing surface | 1" AC Final |
| | | 3" AC Immediate |
| | | 9" Bituminous Base |
| | | 13" Total Surfacing |
| | | 6" Lime treated subgrade |

NOTED
R. L. SCHROEDER

MATERIAL: Prospective sources of aggregates are:

1. NW quadrant of the Santiam Interchange which is state-owned property could be used as a borrow source. Source is about 0.8 mile east of the project. Access to the source is possible from the North Santiam Highway.
2. Good commercial sources are available in the area with unit prices no greater than it would cost to develop the state-owned borrow. One commercial source is located just south of the project.

ADDITIONAL FACILITIES: An approach to Turner Road will be constructed.

UTILITIES: An underground telephone cable located northeasterly of the project will have to be moved.

AGREEMENTS: Agreements with the City of Salem will be required.

Attachment
November 5, 1974

cc: Federal Highway Administration (3)
C. O. Fredrickson (6)
E. S. Hunter
J. B. Boyd (3)
W. J. Hart (3)
D. H. Moehring
J. H. Versteeg
J. M. Cartwright (3)
H. S. Cox (2)
Gary Potter (4)
R. E. Olson
R. E. Royer
F. E. Terpin
A. E. Johnson
R. L. Schroeder
L. E. George
C. T. Keasey
L. W. Rulien
V. D. Wolfe
D. E. Swan
B. L. Gifford
A. D. Olson
J. A. Rowland
C. G. Swenson
F. W. Yarbrough (3)

RECEIVED
NOV 5 1974
Office of
Assistant State Highway Engineer

TRANSACTION NUMBER 10-49

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-18-74

BY (Signature): L.W. RULIEN'S OCTOBER 11, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 16 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION | WORK |
|---|---|---|---|---|---|---|
| 16 | M-2009(1)<br>10-18-74 | 0.17 | 5,000 | 3,900 | 25TH STREET - AIRPORT ROAD (SALEM) SECTION MARION COUNTY - STATE OF OREGON. | PRELIMINARY ENGINEERING. |

RECEIVED
COUNTY & CITY SECTION
OCT 22 1974
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2 OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 10-18-74 | G. L. GREEN, DIVISION ENGINEER |

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2067;

FORM PR-1 (REV. 4-61)

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO. 10-49

DATE SUBMITTED TO W.O. OCT 18 1974

October 11, 1974

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>City St. .24 mi W Jct. SR 22, E. 0.17 mi. | ADT | PRESENT<br>15,000 | FUTURE<br>34,000 | YEAR<br>94 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Preliminary Engineering | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR.<br>B-2 | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>M- | NUMBER<br>2009 |

CARD 4 CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Marion

NAME OF URBAN AREA: Salem 225

ROUTE NO. U — FEDERAL-AID: 2009 — STATE: City St. — U.S.

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 10 | | | 1 | **PE**<br>TOPICS | 3 | City St. 0.24 W Jct. SR 22, E. 0.17 mi. | 0.17 | 5,000 | 3,900 | 550 | 550 (city) |
| 5 | | | | | **ROW** | | (25th Street - Airport Road (Salem) Section) | | | | | |
| 5 | | | | | **CONST** (CODE) | | | | | | | |
| CARD 1 | CODE 1 | PREPARED BY | | | | | PROJECT TOTALS | 0.17 | 5,000 | 3,900 | 550 | 550 (city) |

PROGRAM APPROVAL DATES: OCT 18 1974

REMARKS

RECEIVED
COUNTY & CITY SECTION
OCT 22 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

99

FORM PR-1
(REV. 4-61)

October 11, 1974

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| (typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| 4 mi W Jct. SR 22, E. 0.17 mi. | | 15,000 | 34,000 | 94 | 10 | Oregon | 41 | W32 | 16 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | OA CLASSIF. | OA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
| | | | | | B-2 | | M- | 2009 | (1) | | |

Urban System

Salem 225

COUNTY NAME: Marion CODE 047

ROUTE NO. U — FEDERAL-AID: 2009 — STATE: City St. — U.S.:

PROGRAM STAGE ☐ R ☒

| TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| City St. 0.24 W Jct. SR 22, E. 0.17 mi. | 0.17 | 5,000 | 3,900 | 550 | 550 (city) | P.E. All [illegible] including [illegible] preparation |
| (25th Street - Airport Road (Salem) Section) | | | | | | (Future 4-12' lanes H.[illegible] pavement with 0-13' median) |
| | | | | | | ROW - 75' normal<br>access control-none.<br>Parking restrictions<br>Complete |
| PROJECT TOTALS | 0.17 | 5,000 | 3,900 | 550 | 550 (city) | |

RECEIVED
COUNTY & CITY SECTION
OCT 22 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ BE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

REMARKS

-over-

## 25th Street - Airport Road (Salem) Section

## Project No. M-2009(1)

**Existing Facility:** 24-foot paved roadway with 4' shoulders

**Adjacent Sections:**

W. End: 66-foot curbed section with 14-foot median constructed under Project No. T-5028(1)
E. End: 24-foot paved roadway with 4-foot shoulders

Project Data: The work under this project consists of all phases of preliminary engineering including PS & E preparation as required for the proposed future construction necessary to widen the existing facility to a 64-foot curbed section to provide for 4-12' travel lane with variable 0-13 foot median. It is anticipated that construction will be accomplished under a proposed contract for widening the N. Santiam Highway to a 4 lane facility from Airport Road to Lancaster Drive which will then provide a continuous 4 lane facility from 25th Street easterly.

System Action, Railroads, Water Development, Historical and Recreational Areas:

None Involved

Airports:

Salem Municipal Airport (McNary Field) lies south and adjacent to the existing facility. The proposed facility will not cause any conflict with the operation of the airport.

PPM 90-1 Requirements - An appropriate environmental statement will be submitted under separate action.

IM-50-1-70 Requirements:

Exempt from State Clearinghouse and Distri
house A-95 review under working agreement
1970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9):

Not applicable as the project will not res
of land use or traffic flow patterns and t
cause any change in planning completed or

PPM 20-8 Requirements:

Not applicable under "Timesaving procedure
Vol. 6, Chap. 8, Sec. 2 of the Federal-Ai
Manual.

Note:

(1) This project is in Congressional Distri

(2) This project qualifies as a topics type
proposed work involves the reconstructio
of a city street which is essential for

## 25th Street - Airport Road (Salem) Section

## Project No. M-2009(1)

oot paved roadway with 4' shoulders

curbed section with 14-foot median constructed
roject No. T-5028(1)
paved roadway with 4-foot shoulders

der this project consists of all phases of
ineering including PS & E preparation as required
future construction necessary to widen the
ty to a 64-foot curbed section to provide for
e with variable 0-13 foot median. It is antici-
uction will be accomplished under a proposed
dening the N. Santiam Highway to a 4 lane facility
ad to Lancaster Drive which will then provide a
e facility from 25th Street easterly.

s, Water Development, Historical and Recreational

Airport (McNary Field) lies south and adjacent
facility. The proposed facility will not cause
th the operation of the airport.

An appropriate environmental statement will be
separate action.

IM-50-1-70 Requirements:
Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9):
Not applicable as the project will not result in the alteration of land use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

PPM 20-8 Requirements:
Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway Program Manual.

Note:
(1) This project is in Congressional District No. 2.

(2) This project qualifies as a topics type project since the proposed work involves the reconstruction of a short segment of a city street which is essential for route continuity.

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 11, 1974

TO
Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, OR 97301

FROM
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for F. A. Urban Extension Funds
State Administrative Dist. No. 3
Airport Road - Lancaster Drive
N. Santiam Highway
Marion County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 15, 1974.

BLG:wm
Attachment

cc: G. L. Green FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
OCT 14 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One [79

02 12] APPLICANT: State Highway Division [45 | 46] DIVISION: Dept. of Transportation [79

03 12] APPLICANT ADDRESS STREET: State Highway Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: V. D. Wolfe [45 | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6883 [71

01 12] PROJECT TITLE: Airport Road - Lancaster Drive Dist. 3 [79

11 12] PROJECT LOCATION: N. Santiam Hwy. CITY: Salem [45 | 46] PROJECT LOCATION COUNTY: Marion [71

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 12] The proposed project extends from the 25th Street-Mission Street Intersection [71
06 12] to the interchange at the Lancaster Drive Intersection, approximately 1.66 miles. The purpose of the project is to reconstruct the existing two lane [71
07 12] facility into a four lane section with the opposing traffic lanes separated by an eight-foot painted median. The intersection at Airport Road would [71
08 12] be modified to provide for channelized turning movements. The existing traffic signals would be modified from three phase to five phase to [71
09 12] facilitate traffic movements. At the Pacific Highway I-5 Interchange, modifications would include structure widening, reconstructing of [71
10 12] interchange legs and installation of traffic signals.

12

| FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 1,560,000 | - - | 440,000 | - - | - - | 2,000,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17 (A) **TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) **TYPE OF ACTION:** (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) **IS THERE A COMPREHENSIVE PLAN?**
STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34
(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: NOVEMBER | 43] DAY [44: 15 | 45] YEAR [46: 1974

## ADDITIONAL INFORMATION — ALL APPLICANT

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 - Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: October 11, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: October 11, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Aid Urban Extension Program

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 31-32
(c) State Senatorial District(s) Number(s) 16

### STATE AGENCIES ONLY

VI (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

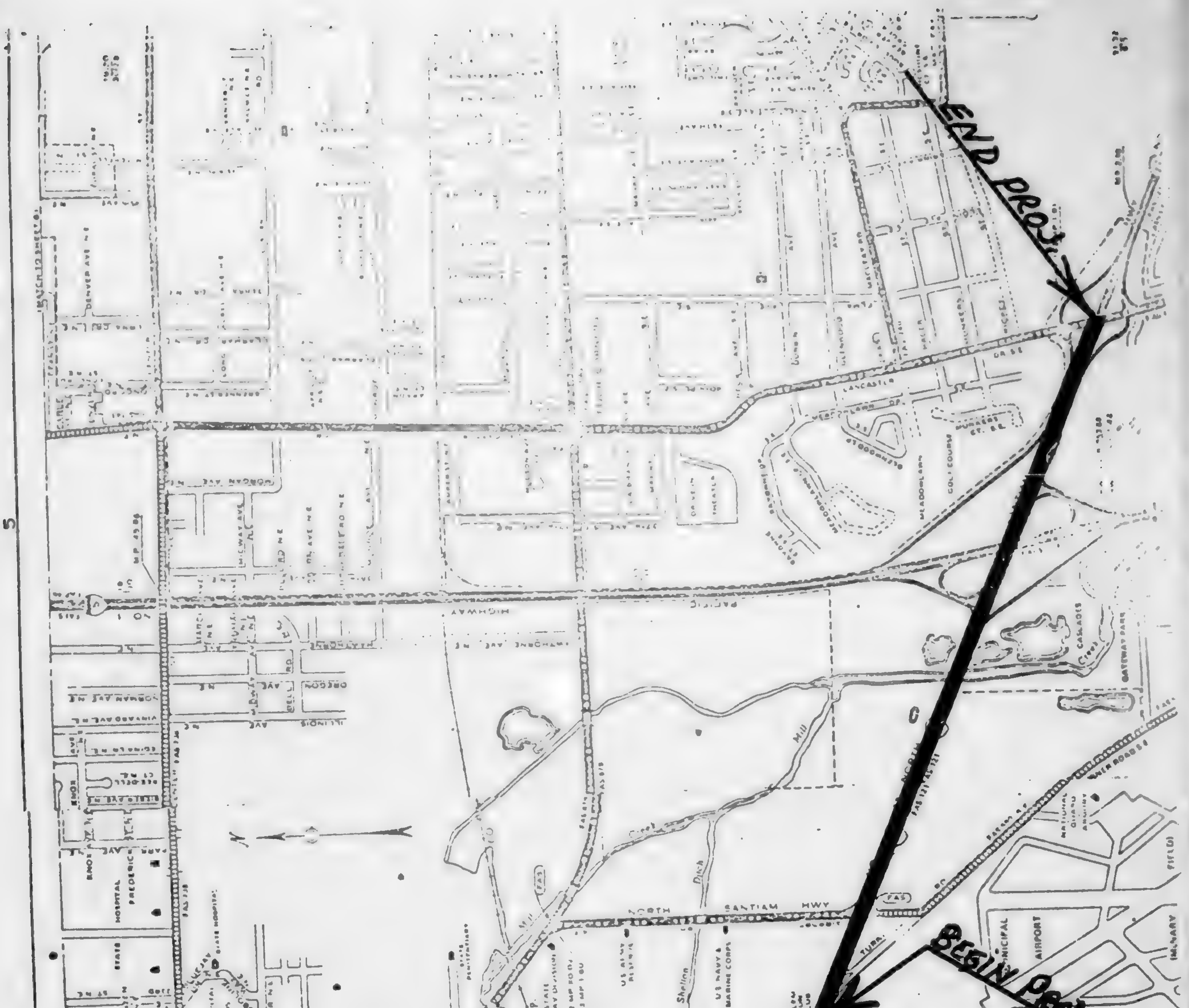
| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### REMARKS

17(E) This is a Category 3 Project and a Negative Declaration
will be prepared.
This project is proposed by the State Highway Division.
No rights-of-way will be required.
Hearings will not be required.



END PROJ.
BEGIN PROJ.
NORTH SANTIAM HWY
PACIFIC HIGHWAY
LANCASTER
MUNICIPAL
AIRPORT
STATE HOSPITAL
STATE PENITENTIARY
SALEM GOLF CLUB
Mill Creek
Shelton Ditch
NORTH SANTIAM HIGHWAY

PROSPECTUS MAP

AIRPORT ROAD-LANCASTER DRIVE SECTIO

NORTH SANTIAM HIGHWAY

MARION COUNTY

FAU

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2009(1)

We are submitting program data for one Urban System preliminary engineering project. Item No. 16 Project No. M-2009(1) "25th Street-Airport Road (Salem) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway Program Manual.

We hereby request authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

RECEIVED
COUNTY & CITY SECTION
OCT 15 1974
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Budget Bureau No. 41-R2067;

U.S.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. October 11, 1974

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20)<br>1 | PROJECT LOCATION (45 typewriter spaces) 21 65<br>City St. .24 mi W Jct. SR 22, E. 0.17 mi. | ADT | PRESENT<br>15,000 | FUTURE (66) (70)<br>34,000 | YEAR (71) (72)<br>94 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>Preliminary Engineering | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14<br>M- | PROJECT NUMBER NUMBER 17<br>2009 |

| | | |
|---|---|---|
| CARD 1 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Marion |
| | NAME OF URBAN AREA 17-31<br>Salem | ROUTE NO. U FEDERAL-AID 2009 (82) STATE City St. (36) (37) U.S. |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 45 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE**<br>TOPICS | | City St. 0.24 W Jct. SR 22, E. 0.17 mi. | 0.17 | 5,000 | 3,900 | 550 | 550 (city) |
| 5 | | | | | **ROW** | | (25th Street - Airport Road (Salem) Section) | | | | | |
| 5 | | | | | **CONST** (CODE) | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.17 | 5,000 | 3,900 | 550 | 550 (city) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (33) | REMARKS | |

RECEIVED
COUNTY & CITY SECTION
OCT 15 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☑

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 11, 1974

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| : .24 mi W Jct. SR 22, E. 0.17 mi. | | 15,000 | 34,000 | 94 | 10 | Oregon | 41 | W32 | 16 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | OA CLASSIF. | OA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
| ng | | | | | | | | M- | 2009 | (1) | | |

| | | | | | |
|---|---|---|---|---|---|
| Urban System | COUNTY NAME | Marion | CODE 047 | PROGRAM STAGE | |
| Salem | ROUTE NO. U | FEDERAL-AID 2009 | STATE City St. | U.S. | ☐ 1 OR ☒ 2 |

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | City St. 0.24 W Jct. SR 22, E. 0.17 mi. | 0.17 | 5,000 | 3,900 | 550 | 550 (city) | P.E. All phases including PS & E preparation |
| | | | | | | | (Future 4-12 lane H.T. pavement with 0-13' median) |
| | (25th Street - Airport Road (Salem) Section) | | | | | | ROW - 75' normal access control-none. Parking restrictions Complete |
| PROJECT TOTALS | | 0.17 | 5,000 | 3,900 | 550 | 550 (city) | |

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COUNTY & CITY SECTION
OCT 15 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48808-P61

## 25th Street - Airport Road (Salem) Section

## Project No. M-2009(1)

**Existing Facility:** 24-foot paved roadway with 4' shoulders

**Adjacent Sections:**

W. End: 66-foot curbed section with 14-foot median constructed under Project No. T-5028(1)

E. End: 24-foot paved roadway with 4-foot shoulders

**Project Data:** The work under this project consists of all phases of preliminary engineering including PS & E preparation as required for the proposed future construction necessary to widen the existing facility to a 64-foot curbed section to provide for 4-12' travel lanes with variable 0-13 foot median. It is anticipated that construction will be accomplished under a proposed contract for widening the N. Santiam Highway to a 4 lane facility from Airport Road to Lancaster Drive which will then provide a continuous 4 lane facility from 25th Street easterly.

**System Action, Railroads, Water Development, Historical and Recreational Areas:**

None Involved.

**Airports:**

Salem Municipal Airport (McNary Field) lies south and adjacent to the existing facility. The proposed facility will not cause any conflict with the operation of the airport.

**PPM 90-1 Requirements** - An appropriate environmental statement will be submitted under separate action.

**IM-50-1-70 Requirements:**

Exempt from State Clearinghouse and Distric
house A-95 review under working agreements
1970 and October 15, 1970, respectively.

**Urban Transportation Planning (PPM 50-9):**

Not applicable as the project will not res
of land use or traffic flow patterns and t
cause any change in planning completed or

**PPM 20-8 Requirements:**

Not applicable under "Timesaving procedur
Vol. 6, Chap. 8, Sec. 2 of the Federal-Ai
Manual.

**Note:**

(1) This project is in Congressional Distri

(2) This project qualifies as a topics type
proposed work involves the reconstructi
of a city street which is essential for

## 25th Street - Airport Road (Salem) Section

## Project No. M-2009(1)

t paved roadway with 4' shoulders

curbed section with 14-foot median constructed
ject No. T-5028(1)
aved roadway with 4-foot shoulders

der this project consists of all phases of
ering including PS & E preparation as required
uture construction necessary to widen the
to a 64-foot curbed section to provide for
with variable 0-13 foot median. It is antici-
ction will be accomplished under a proposed
ing the N. Santiam Highway to a 4 lane facility
to Lancaster Drive which will then provide a
facility from 25th Street easterly.

Water Development, Historical and Recreational

[illegible]

irport (McNary Field) lies south and adjacent
acility. The proposed facility will not cause
the operation of the airport.

[illegible]

n appropriate environmental statement will be
eparate action.

IM-50-1-70 Requirements:

Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9):

Not applicable as the project will not result in the alteration of land use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

PPM 20-8 Requirements:

Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway Program Manual.

Note:

(1) This project is in Congressional District No. 2.

(2) This project qualifies as a topics type project since the proposed work involves the reconstruction of a short segment of a city street which is essential for route continuity.

Date October 7, 1974

MEMO TO: D. E. Swan
Federal Aid Unit

URBAN SYSTEM PROJECT PROGRAMING REQUEST:

CITY: SALEM SECTION: 25th St. S.E.-Airport Rd. S.E., Mission St. SE (FAU 2009)

PROPOSED WORK: All phases preliminary engineering necessary to prepare project for contracting (to be included in State contract for Airport Road-Lancaster Drive Section). By State personnel.

| COSTS: | TOTAL | FEDERAL | STATE | CITY |
|---|---|---|---|---|
| *P.E. | $ 5,000 | $ 3,900 | $ 550 | $ 550 |
| Construction | (255,000) | (198,900) | (28,050) | (28,050) |
| TOTAL | $260,000 | $202,800 | $28,600 | $28,600 |

*Field - $3,000 *P.S.& E. - $2,000

EXISTING FACILITIES: 24' paved travelway with 4' shoulders within 75' right-of-way.

PROPOSED PROJECT: Widen to 4-lane 64' curbed street section with center median. Provide illumination and landscaping.

PROJECT NO.: M-2009(-)
ADDITIONAL RIGHT-OF-WAY: None required
SYSTEM ACTION: None required. Urban System approved 8/30/71.
RAILROADS: None
AIRPORTS: Salem Municipal Airport (McNary Field)
WATER DEVELOPMENTS: None
HISTORIC & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None required
ROUTE DATA: FAU 2009
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated 4/28/70.
DISTRICT 3 CLEARINGHOUSE APPROVAL: Exempt per working agreement dated 10/15/70.
HEARING: Not required.
ACCESS CONTROL: Limited to location by City ordinance.
PARKING RESTRICTIONS: No parking.

| ADT: | | | |
|---|---|---|---|
| | Present | 15,000 | (1974) |
| | Future | 34,000 | (1994) |

Richard Unrein
Urban Engineer
County & City Unit

☑ ENGR. ☑ ASST. ☑ UE ☑ AE ■ UF.
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

FORM E-30

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE October 4, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Airport Road-Lancaster Drive Section concurred in by the FHWA indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:dg

cc J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
V. D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
D. E. Swan
C. O. Fredrickson
F. T. Lacey

Approved 10/9/74
Asst. State Hwy. Engr

10-4-74.
cc: Rulien

RECEIVED
OCT 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

# *Memorandum*

DATE: September 27, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project S-265(-)
Airport Road-Lancaster Drive
North Santiam Highway
Marion County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

Attached is a copy of the Project Assessment for the subject project. We concur in the recommendation that a negative declaration be prepared for this section.

A study is presently underway to analyze the six-laning of the Interstate bypass of Salem. As this will affect the North Santiam Interchange structure, coordination of this assessment with that review should be considered.

G. K. Hossner
for G. L. Green

Attachment
Project Assessment (PR-33)

RECEIVED
OCT 1 1974
PROJECT MANAGEMENT SECTION

cc: OSHD (L W Rulien)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INSPECTION REPORT

| | | |
|---|---|---|
| REGION NO.<br>10 | REPORT ON<br>Project Assessment | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>9-10-74 | INSPECTION MADE BY<br>P. V. Riedl, Area Engineer | PROJECT NO.<br>S-265(-) |

IN COMPANY WITH
*See below

REMARKS

### AIRPORT ROAD-LANCASTER DRIVE
### NORTH SANTIAM HIGHWAY
### Marion County

A field inspection was made on September 10, 1974 of the subject project with the following people:

Jim Cheney, Field Location Engineer
Ed Welsch, Field Environmental Engineer
Dennis Johnson, Trainee, FHWA
Paul Riedl, Area Engineer, FHWA

This proposal consists of widening approximately 1.5 miles of the North Santiam Highway from a two lane to a four lane section. Included in the proposal is the intersection of the Airport Road and Santiam Highway, the North Santiam Interchange with Interstate 5 and the Lancaster Drive and North Santiam intersection. The major problem encountered by this project will be the interchange with I-5. There is a proposal presently being prepared to widen the I-5 section on the Salem bypass. If this occurs the structure and ramps will be revised which will affect this proposal.

A complete study should be made of the area between Lancaster Drive and the Interstate because of the short weave section. This is a critical area and should be analyzed for correction if an economical redesign can be established.

Minimal right of way acquisition will be necessary and the environmental impacts of the proposal are minor; therefore, a negative declaration is considered adequate.

OREGON STATE HIGHWAY DIVISIO
ENVIRONMENTAL SECTION

# PROJECT ASSESSMENT

Project Manager Wally Hibbard Date 8-5-74

## A. PROJECT IDENTIFICATION

Name of Project Airport Road-Lancaster Drive US-265 (-) Section

Location of Project North Santiam Highway Highway

City Salem County Marion Region 2

Est. Cost $ 2,000,000 (R/W & Constr. Only) Length 1.66 miles Prefix 124-1453

## B. BRIEF GENERAL DESCRIPTION OF PROJECT

The North Santiam Highway (Oregon State Secondary Highway 162) extends from the intersection of Airport Road and State Street (MP 0+00) in Salem eastward for approximately 75 miles, connecting to the Santiam Highway near the Linn-Jefferson county lines. Within the city of Salem the North Santiam Highway is common with Airport Road between State and Mission Streets. At Mission Street the highway swings in a more easterly direction, intersecting Pacific Highway I-5 and Lancaster Drive with separated grade crossings and has access at these points through full interchanges. As the highway continues to the east, connecting to other highway and county roads, it serves a large part of the rural and recreational areas and communities of Marion and Linn counties.

The proposed project extends from the 25th Street-Mission Street Intersection to the interchange at the Lancaster Drive Intersection, approximately 1.66 miles. The purpose of the project is to reconstruct the existing two lane facility into a

## C. STATUS OF FHWA-OSHD ACTION

(Sections of the project are to be programmed with FHWA on FAUS and FAS systems)

| | | Date |
|---|---|---|
| System Action | ☐ | |
| Program (PE) Approval | ☐ | |
| Corridor Approval | ☐ | |
| Design Approval | ☐ | |
| P.S. & E. Approval | ☐ | |

## D. PRELIMINARY STUDY REQUIREMENTS

| | Yes | No |
|---|---|---|
| Study Area Environmental Inventory | ☐ | ☒ |
| Formal Environmental Classification Study | ☐ | ☒ |
| Formal Environmental Classification Study Completed | ☐ | ☐ |

CATEGORY
3 PROJECT BH.

Section B. (cont)

four lane section with the opposing traffic lanes separated by an eight-foot painted median. The intersection at Airport Road would be modified to provide for channelized turning movements. The existing traffic signals would be modified from three phase to five phase to facilitate traffic movements. At the Pacific Highway I-5 Interchange, modifications would include structure widening, reconstructing of interchange legs and installation of traffic signals. On February 25, 1974 the Salem City Council approved the commitment of funds to participate in the city street section of the proposal that extends from 25th Street to the Turner Road Intersection.

## E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance ☐
Location (Field) ☒
Location (Office) ☐

Preliminary Design (Field) ☐
Preliminary Design (Office) ☐
Final Design ☐
Contract Plans Completed ☐

PNRS No. ____
Date A-95 Submitted N/A
Date Reply Received ____
Reply Not Required ☒

## F. STATUS OF PUBLIC HEARINGS

Hearing Not Required ☒ XX
Hearing Not Requested ☐
Hearing Requested ☐

| | | Date |
|---|---|---|
| Corridor Hearing Held | ☐ | |
| Design Hearing Held | ☐ | |
| Combination Hearing Held | ☐ | |

## G. RESOURCE PERSONNEL ALLOCATION

| PERSONNEL | EFFORT REQUIRED* | | | COMMENT |
|---|---|---|---|---|
| | MINIMUM | AVERAGE | MAXIMUM | |
| Biologist | | XX | | There would be work within Mill Creek extending the existing structure. Mill Creek is subject to the special water quality standards of the Santiam water shed. |
| Urban Economist | | | | |
| Agricultural Economist | | | | |
| Accoustical Engineer | | XX | | |
| Air Quality Engineer | | XX | | |
| Sociologist | | | | |
| Urban Planner | | | | |
| Landscape Architect | | | | |
| Geologist | | | | |
| ~~Assistant Project Manager~~<br>Water Quality Spec. | | XX | | Same as Biologist |

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

| | |
|---|---|
| MINIMUM - | Research and Project Management Staff consultation. No formal typewritten report. |
| AVERAGE - | Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm. |
| MAXIMUM - | Special detail of analysis. Comprehensive technical report. |

## H. BRIEF SYNOPSIS OF PROJE

(Narrative)

**TOPICAL AREAS**

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

The Salem Area Transportation study for 1982 proposes that Mission Street east of 25th Street be reconstructed to a four or six lane facility. This street is also under study as one of the possible routes leading to a future Willamette River crossing. At the present time average daily traffic is 15,000 vehicles of all types. Six percent of these vehicles are trucks. Estimated noise levels for this volume of vehicles indicate that at the right-of-way line 75 feet from the center line there would be an $L_{10}$ of 77 dBA and at 350 feet the $L_{10}$ would be 70 dBA. Construction of the proposed project would not change these noise levels except as traffic increases in the future. Projected traffic for the year 1994 is for 34,000 vehicles per day, assuming, a Mission Street crossing of the Willamette River.

The project area lies within a relatively flat undeveloped area. The southerly side of the highway between Airport Road and Mill Creek is adjacent to a commercial sand and gravel development, on the northerly side in the same area, farm land adjoins the highway. There are no noise sensitive areas along this section of the highway. Mill Creek is the only stream crossing involved in the project, passing under the Santiam Highway near the westerly end of the I-5 interchange.

The existing structure across this stream will be widened to accommodate the proposed four lane highway and will require that some construction work be done in the streambed.

Development around the I-5 interchange consists of a public park in the southwest quadrant of the interchange, a commercial camping ground in the southeast

(Use more space if required)

quadrant and a golf course in the northeast quadrant. The fourth quadrant is undeveloped and is available for a material source. Highway design and construction procedures have been incorporated into the proposal to eliminate the need for additional right-of-way, outside of temporary easements, and to minimize damage to the existing highway landscaping. The park, campground, and golf course are noise sensitive areas, but, increases in noise from the Santiam Highway should be minimal.

Material sources for embankment and the production of the approximately 150,000 yards of rock aggregate needed are available in the immediate construction area. One source in the northwest quadrant of the I-5 Mission Street Interchange is on state-owned property and will be identified as an acceptable material source. Another available source is the commercial supplier located in the southwest quadrant of the I-5 Mission Street Interchange.

Provisions for development and rehabilitation for the material source on state-owned property would be included in the contract. Excavation of the state-owned site would be below the water table elevation and a pond will be formed. The pond banks would be sloped for safety, erosion control, and regrowth of vegetation. The existing vegetation surrounding the excavation would be left as part of the landscaping and to screen the area from the highways.

The option of securing embankment material, rock aggregate, and plant mix for asphaltic concrete from either source will be available to the contractor.

Planned stage construction along with temporary signing, flagging and illumination will provide maximum mobility and safety for the public during construction. Highway design and construction procedures have been incorporated into the proposal to eliminate the need for additional right-of-way, outside of temporary easements, and to minimize damage to existing landscaping.

Realignment of the northbound on-ramp from the westbound lanes of the North Santiam Highway to Pacific Highway I-5 will provide a minimum standard weave length between the westbound off-ramp of the Lancaster Drive interchange and the proposed ramp alignment. The existing weave length is 450 feet and is substandard for the existing traffic volume. Reconstruction of the ramp would remove some of the existing vegetation that forms part of the interchange landscaping partially screening the freeway from the adjacent golf course. Sufficient vegetation would remain to maintain the screen integrity and as the proposed ramp would also be partially screened the visual effect as seen from the golf course would be minimal. There would be some loss of wildlife habitat due to the removal of vegetation. Habitat loss will, however, not be significant as similar vegetative cover is readily available.

Closure of a section of Turner Road between Mission Street and Airport Road is being considered to eliminate traffic conflict at the Turner Road-Airport Road intersection. This intersection is best described as a "Y" with Airport Road entering Turner Road from the north. This section of Turner Road is a one way street entering from Mission Street and has the right-of-way over traffic entering from Airport Road. Closure of this street would require east bound Mission Street traffic destined for Turner Road to proceed to the Airport Road-Mission Street Intersection and then south on Airport Road to Turner Road. The stop sign at the Airport Road-Turner Road intersection could be eliminated allowing free flowing traffic at this point.

The city of Salem is applying for FAU funds for the purpose of extending the project from Turner Road (Airport Road) to 25th Street. The city's share is eleven percent of approximately $200,000 or $22,000.

# I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☒ Significant Amount ☐ (Explain and Assess)

Some additional right-of-way will be acquired from state owned land on the east side of Airport Road and north of the North Santiam Highway. Right-of-way will be acquired to provide a service road to a private parcel of land surrounded by state land.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☒ Yes ☐ (Explain and Assess)

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

c. Adjacent Land Access? No ☒ Yes ☐ (Explain and Assess)

## . BASIC CONSIDERATIONS (Conti d)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No ☒ Yes ☐ (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

Some minor design alternatives within the present right-of-way were considered, all of which provided for a four lane facility.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

NONE

## J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S. ☐

Final E. I. S. ☐

Negative Declaration ☒

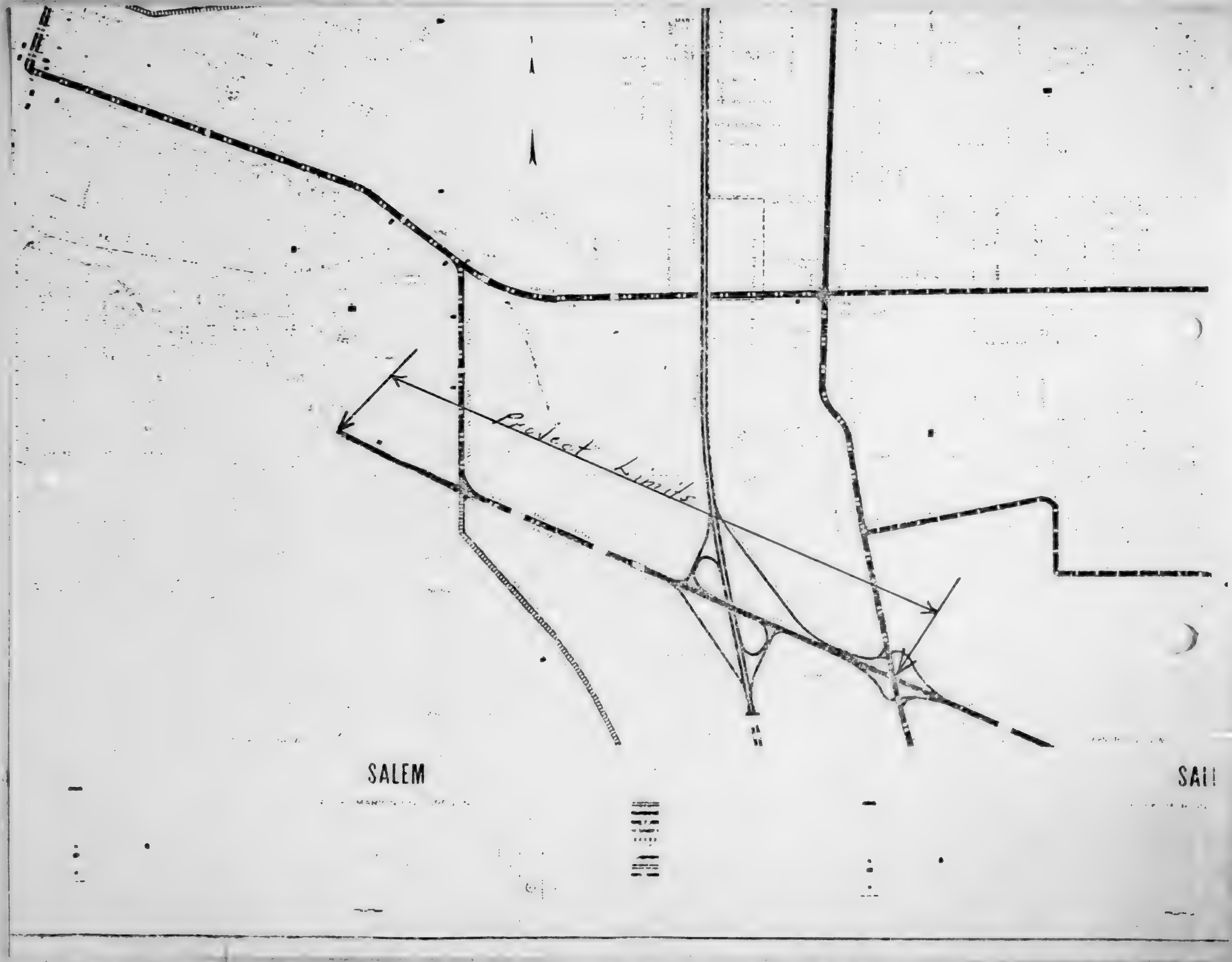
Section 4(f) ☐

Statewide Negative Declaration ☐

Environmental Assessment ☐

## K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document ____________ Date ____________ FHWA AREA ENGINEER


Project Limits
SALEM
SAL

[illegible]

September 4, 1974

[illegible]

Mr. Ed Stillings, Chairman
Salem Area Transportation Study
Room 305, Civic Center
Salem, OR 97301

Dear Mr. Stillings:

Thank you for your recent letters stating the position of the SATS Coordinating Committee with regard to the landscaping treatment desired for the Mission Street project west of Airport Road.

You will be happy to know that we agree entirely with your adopted concept for landscaping. Our designers are working closely with the Landscape and Parks people of the City of Salem in order that the landscaping be closely coordinated with that intended on City projects and, in particular, the Pringle Creek Parkway projects.

Mr. Roy Olson is in charge of our Landscape Design Section and you may contact him at any time with regard to these projects. He is located in the East Salem Highway Building, telephone 378-3881.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. H. Versteeg
Roy Olson

ESH:js dpy

SATS

SALEM AREA TRANSPORTATION STUDY

Room 305 Civic Center Salem, Oregon 97301 (503) 588-6250

COORDINATING COMMITTEE

July 31, 1974

George Baldwin, Director
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

At its June 26th meeting the Salem Area Transportation Study Coordinating Committee approved the City of Salem Federal Aid Urban System Project Request for the widening of Mission Street to four lanes from the completed four lane section east of 25th Street to (but not including) the intersection of Airport Road. The Committee's approval was, however, contingent upon the provision of landscape treatment along Mission Street and within the traffic island at the Airport Road-Mission Street intersection. The City's representative to the June 26th meeting, Mr. Doug Van Dyke of the Public Works Department, concurred with the Committee's recommendations regarding landscape treatment.

The nature of landscape treatment required by the Coordinating Committee is that described under "Alternative C" in the enclosure. Alternative C recommends, generally, that landscaping occur along the north and south sides of Mission Street, at varying depths, and within the aforementioned traffic island. The composition of landscaping was not stipulated, this being left to the design phase of the project.

In a previous letter to the Oregon Department of Transportation, dated July 30th, the Department was requested to coordinate the landscaping of their planned widening of Mission Street east of Airport Road with that to be performed by the City. Mission Street is designed in the Salem Transportation Plan as a "Major Entranceway", and is to function as a kind of scenic entranceway to the City.

I trust that this information will be of help to you in your evaluation of Salem's Project Request. Should you have any questions on this matter, please contact Mr. Bruce Phelps, Salem Area Transportation Coordinator, at 588-6288.

Sincerely,

Ed Stillings by ca

Ed Stillings, Chairman
SATS Coordinating Committee

PHELPS/dc
Enclosure

cc: Glenn Green, Division Engineer, Federal Highway Administration
Dallace Unger, Federal Highway Administration
Jack Sullivan, Oregon Department of Transportation

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File

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OFFICE
DIRECTOR of TRANSPORTATION

- PARTICIPATING AGENCIES -

City of Salem - Marion County - Polk County - Mid-Willamette Valley Council of Governments - School District No. 24-J
Mid-Willamette Valley Regional Parks Agency - Oregon State Department of Transportation - Federal Highway Administration

# SALEM AREA TRANSPORTATION STUDY

Room 305 Civic Center Salem, Oregon 97301 (503) 588-6250

COORDINATING COMMITTEE

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FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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|  |  | ✓ |  |  |  |  |

July 30, 1974

George Baldwin, Director
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

At its June 26th meeting the Salem Area Transportation Study Coordinating Committee approved the City of Salem Federal Aid Urban System Project Request for the widening of Mission Street to four lanes from the completed four lane section east of 25th Street to (but not including) the intersection of Airport Road. The Committee's approval was, however, contingent upon the provision of landscape treatment along Mission Street and within the traffic island at the Airport Road-Mission Street intersection.

The nature of landscape treatment required by the Coordinating Committee is that described under "Alternative C" in the enclosure. Alternative C recommends, generally, that landscaping occur along the north and south sides of Mission Street, at varying depths, and within the aforementioned traffic island. The composition of landscaping was not stipulated, this being left to the design phase of the project.

The Department of Transportation is requested to coordinate its landscaping of Mission Street with that described under Alternative C. It is likely that the City will develop its landscaping of Mission Street along the lines suggested in that Alternative. The City has been previously contacted on this matter.

The Coordinating Committee hopes that the State will carefully consider this request. The Salem Area Transportation Plan designates certain roads for landscape treatment. Mission Street is so designated, and at the level of a "Major Entranceway." The intent of this classification is to provide a kind of scenic entranceway to the community similar to a boulevard. Mission Street presents a rare opportunity to develop such an Entranceway, since the current scope of building adjacent to the existing right-of-way is small and since the initial right-of-way acquisition costs, in this case, are wholly eliminated.

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

- PARTICIPATING AGENCIES -

City of Salem - Marion County - Polk County - Mid-Willamette Valley Council of Governments - School District No. 24-J
Mid-Willamette Valley Regional Parks Agency - Oregon State Department of Transportation - Federal Highway Administration

Should you have any questions on this matter, please contact Mr. Bruce Phelps, Salem Area Transportation Coordinator, at 588-6288.

Sincerely,

Ed Stillings

Ed Stillings, Chairman
SATS Coordinating Committee

PHELPS/caa
Enclosure

RECEIVED
AUG 1 1974
OFFICE
DIRECTOR of TRANSPORTATION

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 22, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Urban System Project Requests

Presented for your consideration at the August 29 meeting will be four requests for approval of Urban System projects.

Clackamas County is requesting a channelization and traffic signal project on Johnson Creek Blvd. at Bell Avenue in the southeast area of Portland.

Tra 7-6-1
ptld.

The City of Portland is requesting approval of two consultant studies to determine solutions to traffic problems off the east end of the Fremont Bridge and at the intersection of East Burnside-Sandy Boulevard and 12th Avenue.

CON 9-1-2

The fourth project request comes from the City of Salem to four-lane a 0.17 mile segment of Mission Street, S. E.

CON 9-1-1
Salem

Urban System funds for these projects are estimated at $683,000 with the State providing approximately $95,500 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. Each request has been approved by the local Council of Governments. I recommend your approval of the projects and request authority to sign project agreements for and on your behalf.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
✓ E. S. Hunter
✓ R. L. Schroeder
H. S. Coulter
✓ L. W. Rulien
V. E. Skoog
✓ H. S. Cox
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
✓ R. E. Whipps
Gary Sund

copy of presented material attached to all copies except those checked
-kp

RU:ljt kp

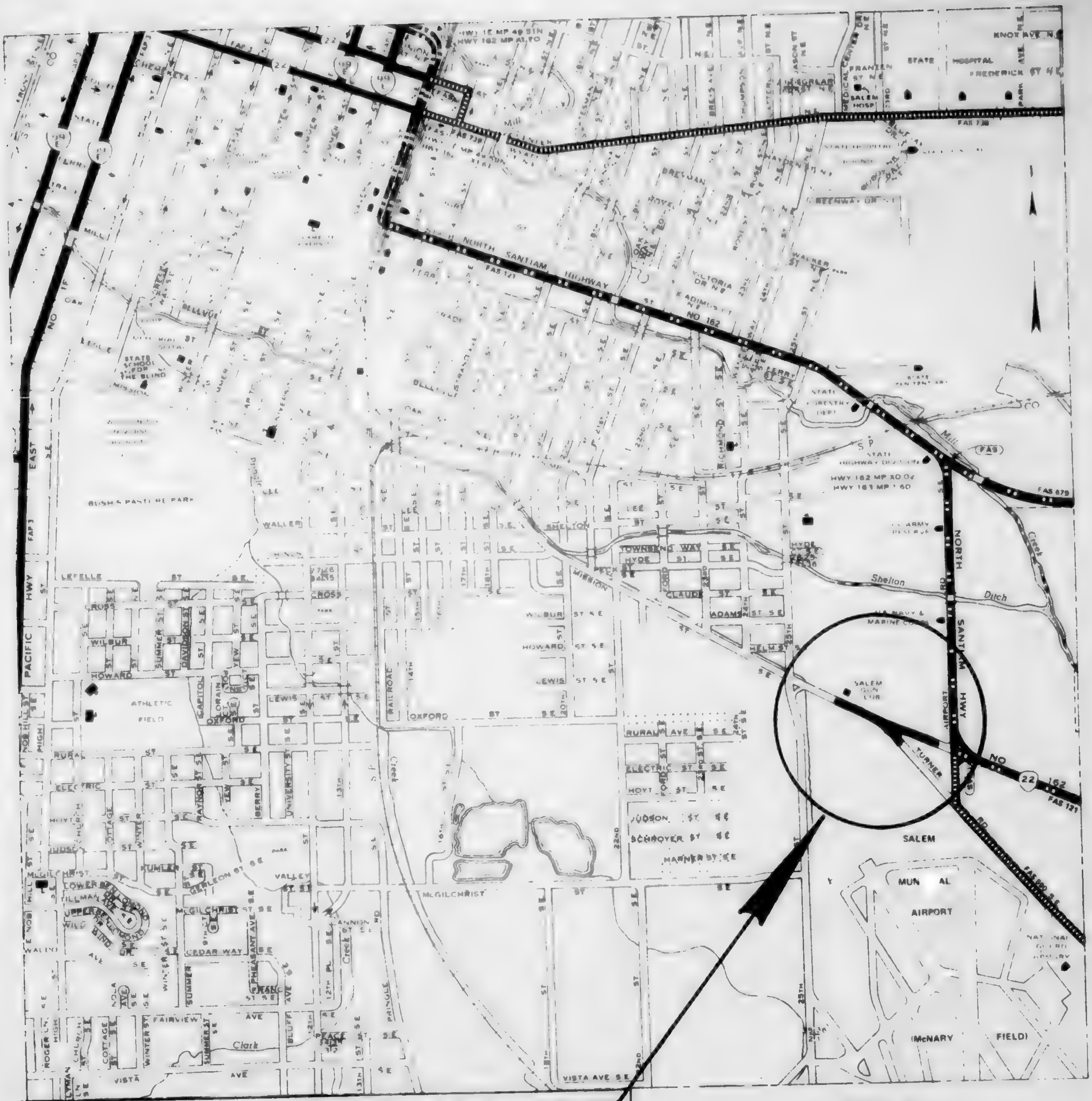
CITY OF SALEM
Proposed Urban System Project

25th Street S.E.-Airport Road (Salem) Section
Mission Street S.E. (FAU 2009)

Engineering, grading, paving, illumination, landscaping, and associated work; $260,000.

This project entails all the necessary work and costs to 4-lane Mission Street from the completed 4-lane section east of 25th Street to the proposed 4-lane section at Airport Road. This project request is proposed to be included in a State contract to widen Mission Street to 4-lane between Airport Road and Lancaster Drive.

74-d
8/20/74


NORTH SANTIAM HIGHWAY
NO 162
FAS 121
PACIFIC HWY EAST
BUSH'S PASTURE PARK
ATHLETIC FIELD
STATE SCHOOL FOR THE BLIND
STATE HOSPITAL
SALEM HOSP
STATE PENITENTIARY
STATE FORESTRY DEPT
STATE HIGHWAY DIVISION
HWY 162 MP 00.02
HWY 161 MP 1.60
SALEM GUN CLUB
TURNER RD
AIRPORT RD
NORTH SANTIAM HWY
22
FAS 679
Shelton Ditch
Mill Creek
Clark Creek
MISSION
McGILCHRIST
OXFORD ST
MUNICIPAL AIRPORT
(McNARY FIELD)
SALEM

**PROPOSED F. A. URBAN SYSTEM PROJECT**

**SALEM**

CITY
OF SALEM.
OREGON
City Hall, 555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

August 19, 1974

Mr. Richard Unrein
County-City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Unrein:

Attached is Salem's F.A.U. Project application for the widening of Mission Street from the completed 4-lane section east of 25th Street to, but not including, the intersection of Airport Road. We wish this project to be included with the Oregon State Highway Division Project of widening Mission Street east from Airport Road.

Also attached is a copy of the letter of approval sent by the SATS Coordinating Committee to George Baldwin, Director of the Department of Transportation.

If there are any questions, please contact us.

Sincerely,

Lew Garrison

LEWIS H. GARRISON
Assistant Traffic Engineer

LHG:skl

cc: B. T. Van Wormer, Director of Public Works

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MEMORANDUM

8-19-74

TO: SATS Coordinating Committee

FROM: Bruce Phelps, Transportation Coordinator

SUBJECT: Evaluation of Landscaping Need Along Mission Street Between 25th Ave. and I-5, Site of Proposed Salem FAU Project

BACKGROUND: In its June 7th meeting the Technical Advisory Committee reviewed the City of Salem's FAU Project Request for the widening of Mission between 25th Ave. and Airport Road. Although the TAC approved Salem's request, a question arose regarding the feasibility of landscape treatment and the Transportation Coordinator was directed to explore the potential landscaping of the area and make his findings known to the Coordinating Committee.

The SATS 1982 Transportation Plan recommends that a number of streets on the Major Street Network receive special landscape treatment. Mission Street, including the section proposed in the Project Request, is identified as a "Major Entranceway."

A major entranceway is designed to provide the first impression of the community to the visitor.

> "All forms of landscaping should be utilized as needed to create the maximum impact and give the effect of inviting the motorist into the community. Lineal tree plantings should be the backbone of the design, although the size of trees and shrubs would vary according to space available. The special landscaping should, wherever possible, extend the full length of the facility and all elements should be treated as part of an entity so that the unified theme is consistent with the area-wide beautification plan."

Thus, the need for landscaping does exist on Mission Street, assuming that the 1982 Plan recommendations remain valid. Four alternatives appear plausible:

Alternative A. In this approach, the City would acquire the needed ROW for the major landscaping recommended by the SATS Plan. A 156' ROW would be required for this facility, rather than the 120' identified in the zoning ordinance, and border planting strips 20' wide would be developed.

A number of disadvantages attend to this approach: 1) the cost of ROW acquisition would be extremely high; 2) the extensive landscaping recommended by the plan, ie, lineal tree plantings along the full length of the facility, cannot be undertaken because of Federal Aviation Administration (FAA) height restrictions near the Airport; and 3) the acquisition of ROW would require the preparation of an Environmental Impact Statement. This, and acquiring the ROW itself, would delay the project by a full three years and would cause a serious traffic bottleneck since the State's section of newly improved 5-lane road would be emptying into a two-lane facility by 1977.

Alternative B. In this approach, landscaping would be developing intrementally, within the 120' of required ROW identified in the existing zoning ordinance, and at a reduced scale.

On the north side of Mission Street, the existing 60' setback would continue to be enforced. Initially, the area to the east of 25th Street (a distance of 500') would be landscaped for some 8' to the ROW line and the area to the east of that, and within 600' of Airport Road, to a distance of 3' from the existing ROW line; the area west of Airport Road has 50' of ROW, sufficient for at least a 10' planting strip. Ultimately, however, a 16' planting strip would be developed along the entire length of the north side of Mission. It is expected that the proposed improvements will occupy a full 44' from the center line, leaving 16' available for landscaping. The improvement of Mission Street to six-lanes would occur at such time as traffic loadings exceeded the design capacity of the proposed four-lane facility, expected in 1988.

The area designated "PP" would be developed, as planned, as a park. The amount and type of plantings would be the subject of a later design study, but, because the area is a traffic island and cannot be used easily by the public, it is probable that low plantings would be used.

On the south side of Mission Street, some portion of the 10-45' that are now available could be landscaped if an agreement with the FAA could be reached. Currently, 880' of 40' ROW exist east of 25th Avenue and 75' of ROW from that point to Airport Road. About 13' of landscaping could occur in the first area, while some 43' would be available for landscaping the easternmost area. With the widening to six lanes anticipated in 1988, however, additional land for landscaping would have to be acquired in the area near 25th Avenue since the planned six-lane facility would occupy the full 45' of current ROW. At the time of widening, additional land for landscaping in the western section could be obtained from the Salem Airport, either as an easement or by the action of the City Council. The City owns the Airport.

This Alternative appears as somewhat better than the first alternative. Although the level of landscape treatment would be appreciably less, the FAU project could go forward and the development of a potential bottleneck with the construction of the State's five-lane road would be circumvented.

Alternative C. In this Alternative, the amount of land dedicated to landscaping would be intermediate between the SATS Major Entranceway requirement and the previous alternative. Also, private interests would be asked to contribute land to be used for landscaping.

On the north side of the project, some 8-10' would be landscaped along the entire length of Mission Street. This amount of space is more compatible with the recommendations of the SATS Plan and would provide a greater definition to the landscaped area. The 3' strip of Alternative B would probably be inadequate to ensure any pronounced aesthetic effect. In this Alternative, the owners of the area occupied by the Salem Gun Club would be contacted to request their landscaping of some 540' of frontage property. It is thought that they might contribute this space for landscaping if it could be shown that this project was an attempt to develop a major entranceway to the City and would well enhance the commercial value of their property--and providing that the City would cover the costs of maintenance on the landscaping that was installed. The amount of additional landscaping would not be great since tree plantings are already located along the ROW and are outside the proposed area of street widening.

The triangular area designated "PP" would be developed as a park in the fashion described under Alternative B. Similarly, the area south of Mission Street would be developed accordingly to the recommendations of Alternative B.

In many respects, this approach seems more attractive than Alternative B. Additional land would be developed for landscape treatment and the concept of a scenic boulevard or entranceway would be more nearly realized. The additional land would not require the expenditure of City funds, assuming that the property owner would agree to have the City landscape some 10-15', and the proposed widening would not be delayed.

Alternative D. This Alternative assumes that the development of Mission Street as a Major Entranceway could not be accomplished for the length intended in the SATS Plan, and that the expenditure of funds for landscaping along this road would be a waste. Instead, only the area designated "PP" would be developed as a park. It is thought that the landscaping of this area would still be warranted since it has been designated for park development and since the triangular shaped parcel seems to provide a focus to the area.

SUMMARY: Landscaping of the project area is required under the SATS 1982 Plan and Amended 1982 SATS Plan, although the proposed development is not designed for landscape treatment. As indicated, four alternative methods of landscape treatment appear plausible:

1. The area adjacent to the project would be acquired as right-of-way (ROW) and landscaped to the specifications of the SATS Plan.
2. The area to the north of Mission Street would be landscaped for a distance of 3-8', the traffic island would be landscaped, and the area south of the project would be landscaped within a 13-20' strip. This level of landscaping is substantially less than that recommended in the SATS Plan, but would not require the acquisition of ROW nor assistance from abutting property owners.
3. The three areas previously described would be landscaped somewhat more extensively, and property owners would be required to contribute space for landscaping.
4. Only the traffic island would be landscaped.

Of the four alternatives, Alternative C (3 above) appears preferable. Although a "true" Major Expressway with 20' plantings would not be realized, the landscaping developed would approach this level of treatment. Planting strips would be 8-20' wide and would be composed of low shrubs and trees. Initial ROW acquisition costs on the north side of Mission Street would be obviated and the FAU project would not be delayed.

RECOMMENDATION: That the proposed FAU project be approved, subject to the conditions imposed by the Coordinating Committee; that this evaluation and the Committee's recommendations accompany the FAU Project Request; that the City be contacted to determine the feasibility of landscaping along Mission Street; and that the State be requested to coordinate their landscape treatment east of Airport Road with that decided upon by the Coordinating Committee.

Salem FAU
Hwy 162 (Mission) Widening
Airport Rd - Lancaster Dr

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97303

REGION ENGINEER
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1974
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FILE

DATE July 10, 1974

TO Memo to the files

FROM Don Thurston
Assistant Resident Engineer

SUBJECT Airport Road - Pacific Highway
North Santiam Highway
Prefix 124-1453

At 3:30 p.m. this date, a meeting was held in Salem City Hall to discuss the subject project.

Attending were: Ed Sigurdson, City Engineer, David Van Dyke, Design Engineer and Douglas Van Dyke, Traffic Engineer for the City of Salem. Jim Chaney, Regional Location Engineer, Eddie Welsh, Regional Environmentalist and myself representing the Highway Division.

We discussed the work done to date on the location survey and what was proposed. They seemed satisfied as to the plan and cost estimate for their portion. Douglas Van Dyke said that the City would be required to landscape but this would not be a problem.

We asked the City if they would consider closing Turner Road which would allow free moving traffic south of Airport Road Intersection on Turner Road. Presently, south bound traffic is stopped just south of Airport Road and North Santiam Highway Intersection.

The City will consider this plan and feel that it might be an improvement.

They still are in favor of illumination for this intersection. David Van Dyke was going to check the airport runway standards for a possible change in the allowance slope ratio. If the standard was changed some, illumination could be provided for in the construction.

We expressed a desire for the City's decision on closure of Turner Road as soon as possible in order to facilitate completion of the location.

cc Victor Wolfe
H. S. Cox

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No right-of-way is required for the City's portion and the temporary easement was explained to the City.

Eddie Welsh discussed the negative declaration required for this project.

Follow up: We will obtain traffic flow chart for Airport Road, Turner Road, intersection and ramp. Also, check will be made on ownership of piece of ground between Turner Road and Airport Road (southwest quadrant of intersection). The City's recommendation will be incorporated into the narrative, construction detail map and the cost estimate.

DWT/klp

8388

13

FORM E-30

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 22, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J. H. Versteeg

NOTED
E S HUN

SUBJECT No. Santiam Interchange
Airport Road-Lancaster Dr.
No. Santiam Highway
Marion County

Attached is the preliminary layout sheet on the proposed revisions to the subject interchange.

There is a difference of opinion between Location, Region and us about the proposed revision to the ramp in the northeast quadrant. Location and Region feel that since there is no accident record for the weave between the on ramp from Lancaster Drive and the off ramp to I-5, the revision as shown in the northeast quadrant should not be constructed at this time.

Our design is based on a 20 year projection of traffic and requires the longer weave distance. This plus the fact that additional main line lanes will be constructed and complicate the maneuver convinces us that the ramp should be revised with the initial construction before acc.dents do occur.

If you approve of the design as shown, please sign the plan sheet. If you prefer to put off such revision until some later date, please advise and we can note the plan accordingly.

Plan sheet is signed + approved

DNS:jh

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MAY 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

12/6/71

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# FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date April 8, 1974

Applicant Agency City of Salem

Federal Aid System Route No. 2009 Route Name Mission Street Parkway

Project Name Mission Street Widening

Project Length 0.17 mile (900') Project Location (Attached sketch map)

Project Description Widen Mission Street to four lanes from the completed four lane section east of 25th Street to but not including the intersection of Airport Road.

Average Daily Traffic 15,000 Design Speed 45 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width average 32' Travel Lanes 2 - 12' wide Shoulders 4' both sides

Medians none Parking No Parking

Sidewalks Asphalt 8' combination bikeway - sidewalk on south side

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 66' - curbed Travel Lanes 4 - 12' wide Shoulders

Medians 16' Parking No Parking

Curbed Type "A" both sides Length Curb Radii N/A

Sidewalk/Bikeway No change to existing bikepath.

Other

FOOTNOTES:

Description of Proposed Roadway Work Grade, pave, install curbs and 410 feet of 66 inch storm sewer.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 75' Minimum 75' Maximum 125'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain Northerly access to Salem Gun Club on the west end of the project will be reconstructed.

III. TRAFFIC CONTROL DATA NOT APPLICABLE

1. Existing Signalization:

2. Proposed Signalization:

Location

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: NONE

2. Proposed Illumination:

Location 5 - luminaires at approximately 170 foot spacing, on SLO poles
Type 4 - 1000 W mercury vapor at 35 ft. mounting height and
1 - 400 W mercury vapor at east end of project at 35 ft.
mounting height.

V. STRUCTURE DATA NOT APPLICABLE

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? YES

Are there any unusual or complicating conditions? YES - Any illumination which may be installed could be in glidepath of Salem Municipal Airport.

## VI. RAILROAD DATA

NOT APPLICABLE

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections Landscaping is requested along Mission Street where adequate right-of-way is available. Landscaping is also requested for the 2.5 acre triangular island southwest of the Airport Road - Mission Street Intersection.
2. Applicant's Estimated Cost for Requested Project:

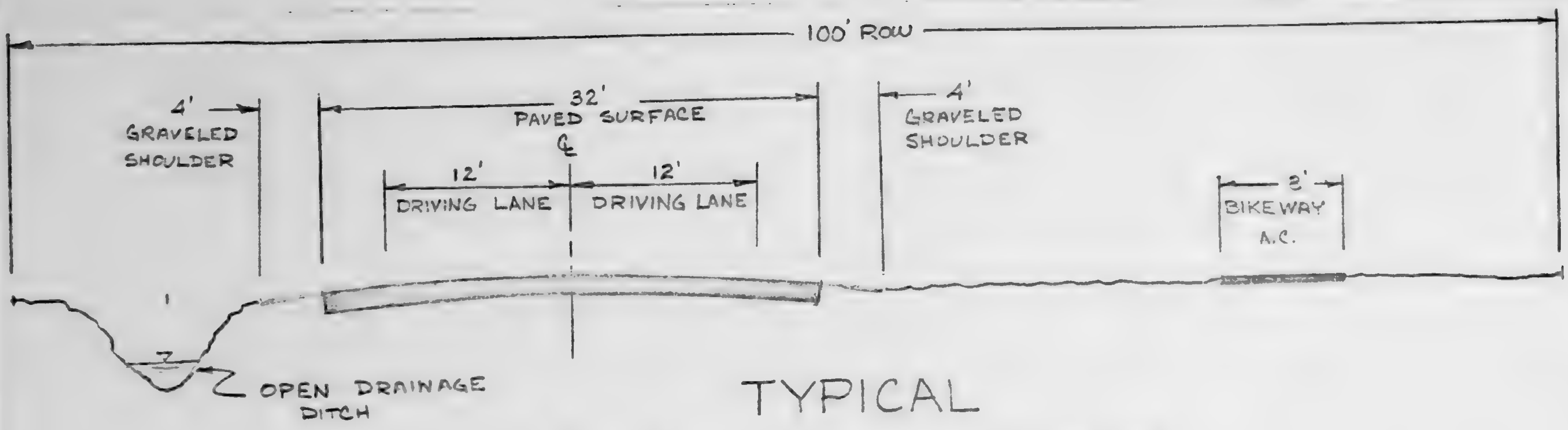
| | |
|---|---|
| Roadway Work | $ 200,000 |
| Right-of-Way Costs (If participating) | NONE |
| Traffic Control | Included in roadway cost |
| Illumination | 3,200 |
| Structures | NONE |
| Railroad | NONE |
| Other Landscaping | 54,000 |
| Preliminary Engineering | 3,000 |
| PROJECT TOTAL | $ 260,200 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Salem, Oregon
By B. T. VanWormer D.P.W.
By

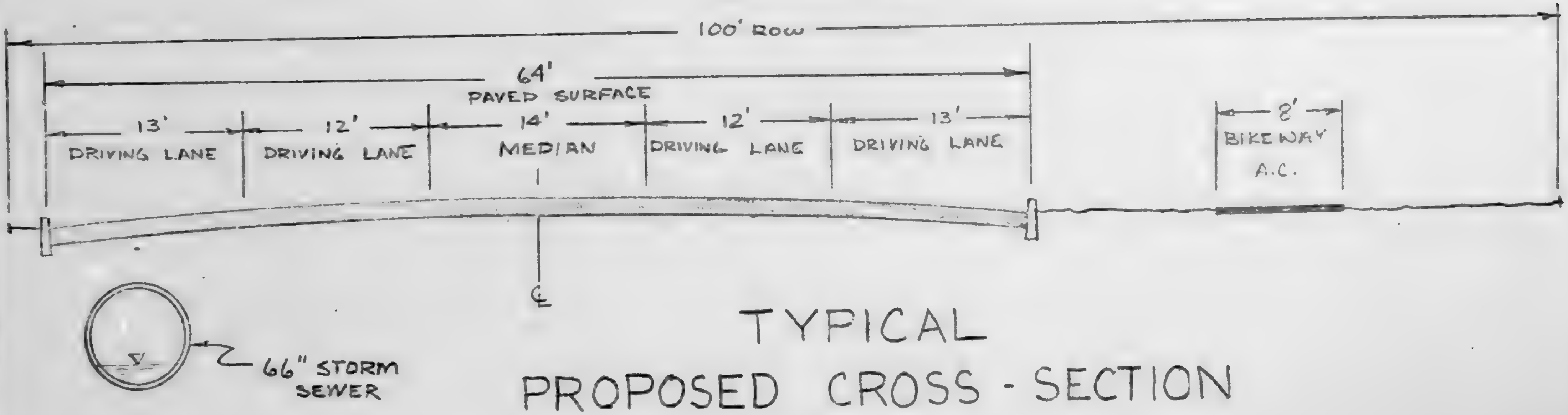
County
By
By
By


100' ROW
4'
GRAVELED SHOULDER
32'
PAVED SURFACE
℄
12'
DRIVING LANE
12'
DRIVING LANE
4'
GRAVELED SHOULDER
8'
BIKEWAY A.C.
OPEN DRAINAGE DITCH

TYPICAL

EXISTING CROSS-SECTION

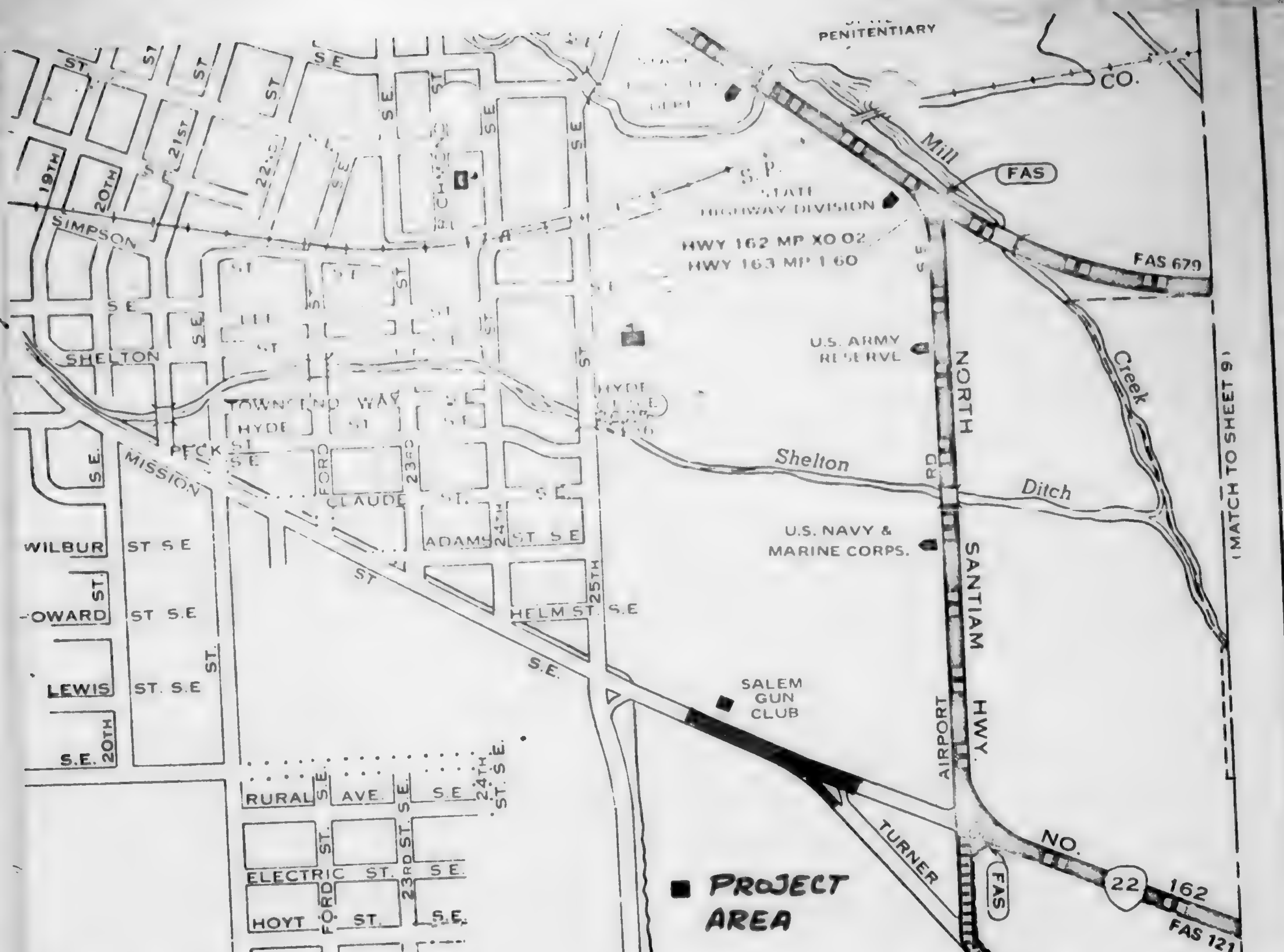
LOOKING EAST


100' ROW
64'
PAVED SURFACE
13'
DRIVING LANE
12'
DRIVING LANE
14'
MEDIAN
12'
DRIVING LANE
13'
DRIVING LANE
8'
BIKEWAY A.C.
℄
66" STORM SEWER

TYPICAL

PROPOSED CROSS - SECTION

LOOKING EAST


PENITENTIARY
CO.
Mill
FAS
S.P.
STATE HIGHWAY DIVISION
HWY 162 MP XO 02
HWY 163 MP 1 60
FAS 679
U.S. ARMY RESERVE
Creek
NORTH
SANTIAM
HWY.
RD
AIRPORT
(MATCH TO SHEET 9)
Shelton
Ditch
U.S. NAVY & MARINE CORPS.
SIMPSON
SHELTON
TOWNSEND WAY
HYDE ST
PECK
MISSION ST S.E.
CLAUDE ST.
ADAMS ST S.E
HELM ST. S.E
WILBUR ST S.E
HOWARD ST S.E
LEWIS ST. S.E
20TH S.E.
19TH
20TH
21ST
22ND
23RD
24TH
25TH
FORD
SALEM GUN CLUB
RURAL AVE. S.E
ELECTRIC ST. S.E.
HOYT ST. S.E.
JUDSON ST S.E.
SCHROYER ST. S.E.
HARNER ST. S.E.
TURNER RD
FAS
NO. 22 162
FAS 121
FAS 590 S.E.
PROJECT AREA
SALEM MUNICIPAL AIRPORT (McNARY FIELD)
NATIONAL GUARD ARMORY
N
35 36
2 1
VISTA AVE. S.E.
T. 7-8S., R. 3W., W.M.
TO SHEET 11
F

# SALEM

POLK- MARION CO., OREGON

NUMBERED ROUTE (FAI)

ED ROUTE

181 5

April 4, 1974

Mr. S. Douglas VanDyke
Traffic Engineer
City of Salem
City Hall
Salem, Oregon 97301

Dear Mr. VanDyke:

As requested in your letter of March 8, 1974, every effort will be made to include the portion of Mission Street S.E. between S.E. 25th Street and Turner Road in our Airport Road-Lancaster Drive Section of the North Santiam Highway.

Since the project would be constructed as an FAUS project, a project request form should be submitted as soon as possible in order that the necessary details such as approvals, programing, financial arrangements, et cetera, may be accomplished in time for a possible letting late this year.

Thank you for your interest and cooperation in this regard.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DNH:ljt jf

bc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
V. D. Wolfe
J. H. Versteeg
C. O. Fredrickson
H. S. Cox

32

CITY
OF SALEM,
OREGON

March 8, 1974

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mr. Klaboe:

This is to inform you that the City Council, February 25, 1974, approved our participation in the widening of Mission Street between 25th Street and Turner Road. We request that the state design and include this section as a part of the total widening project on Mission Street from Airport Road to Lancaster Drive.

We will apply for F.A.U. funds for this purpose; the city's share being eleven percent (11%) of approximately $200,000, or $22,000.

Sincerely,

S Douglas Van Dyke

S. DOUGLAS VAN DYKE
Traffic Engineer

NOTED
E. S. HUNTER
Rubin R/D
cc Wolfe

LG:skl

cc: B. T. Van Wormer, Director of Public Works
R. S. Moore, City Manager
D. N. Harwell, Asst. Engineer City/County Unit, OSHD

RECEIVED
STATE HWY ENGR
MAR 11 '74
REFER TO
Hunter
FOR
Info | Moves | R/D | D/R | Sign | Act | File

Conf PB R/D R

a&f

RECEIVED
MAR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
MAR 26 1974
PROJECT MANAGEMENT SECTION

February 11, 1974

City of Salem
City Hall
Salem, Oregon 97301

Attention Mr. Robert Moore
City Manager

Gentlemen:

On January 25, a meeting was held in the office of Mr. Ed Sigurdson with various city and state personnel present to discuss the proposed widening of the North Santiam Highway (ORE 22) lying basically between Airport Road and Lancaster Drive.

The discussion involved three possible alternates for termination of the proposed project (four-lane section) on the westerly end, as follows:

a. Terminate at Airport Road, leaving the intersection as presently exists.

b. Terminate westerly of Airport Road and taper into intersection of Turner Road and Mission Street.

c. Terminate at the intersection of the previously constructed 25th Street-Mission Street project.

Possible FAUS

The present plans provide for alternate "b" which would carry the four lanes through the Airport Road intersection with a taper to the Turner Road intersection. This would make continuation of the four lanes westerly feasible.

Either alternate "a" or "b" would pertain to the portion of highway under State jurisdiction, with alternate "c" being on the portion of Mission Street under City jurisdiction. — FAUS?

The portion between Turner Road and 25th Street vicinity (alternate "c") is estimated to cost approximately $200,000 for a four-lane section within existing rights-of-way, compatible to that being considered for construction by State.

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ PE ☑ [illegible] ☐

see letter
of 3-8-74
request for future
FAUS #

In consideration of the foregoing and with safety and continuity of construction and traffic control in mind, would the City of Salem be in a position to cooperate and finance the alternate "c" portion of the project whereby the entire project could be constructed.

Please review this matter with your Engineering Section and determine what course of action you wish to follow, and advise this office at your earliest convenience.

If further information or details of the proposed project are desired, please feel free to contact this office or the Region 2 Engineer, Mr. C. O. Fredrickson, East Salem Highway Building, phone 378-2626.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

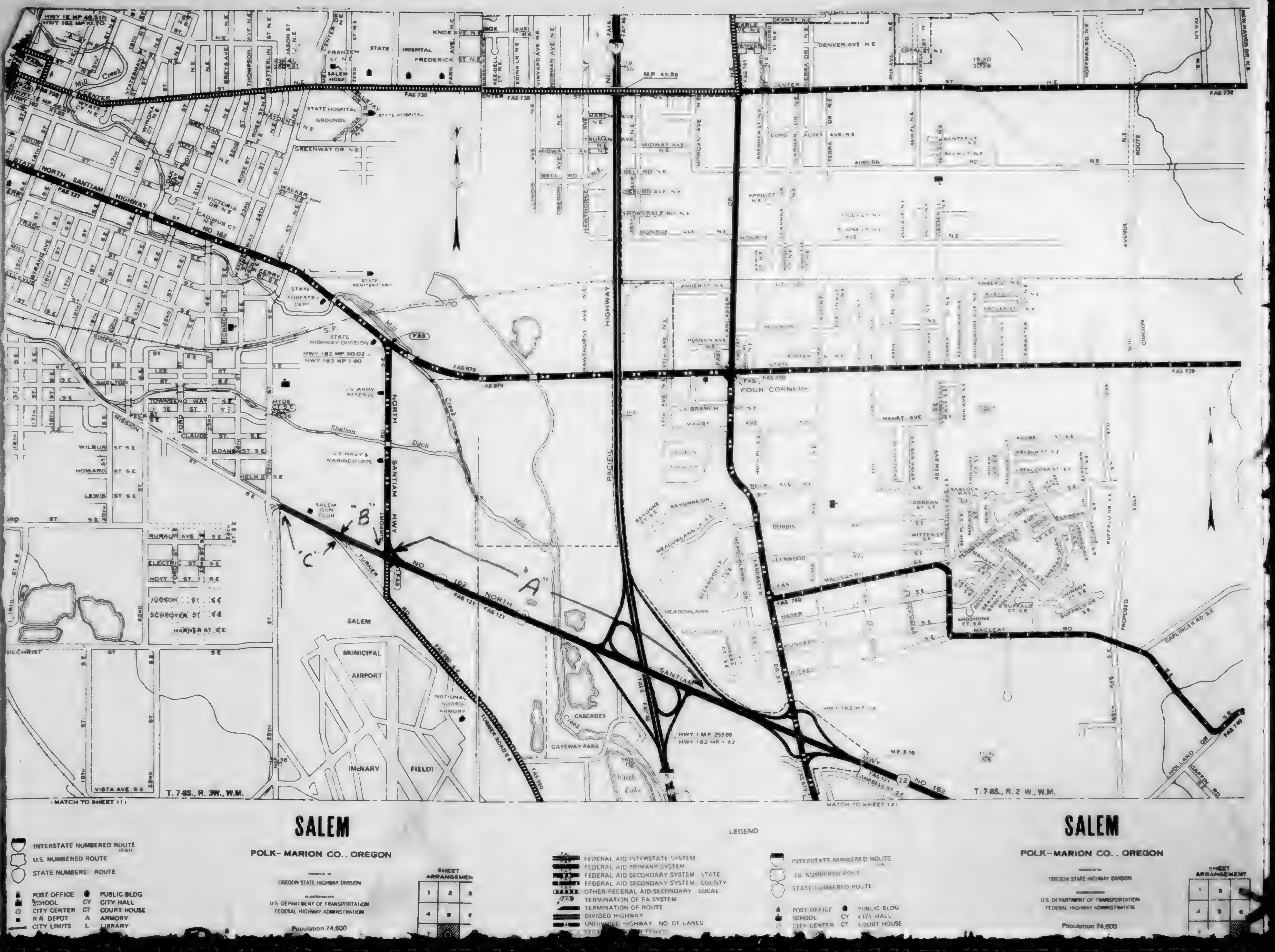
By

D. N. Harwell
D. N. Harwell
Assistant Engineer
County-City Unit

DNH:mm

cc: Ed Sigurdson, City Engineer
C. O. Fredrickson, Req. 2 Engr (2)

bc: E. S. Hunter
L. H. Young
Victor Wolfe


"A"
B
"C"
NORTH SANTIAM HWY
STATE NORTH SANTIAM HIGHWAY
PACIFIC HIGHWAY
FAS 121
NO 162
FAS 738
FAS 739
FAS 740
FAS 741
FAS 679
FAS 590
FAP 46
FAI 5
FOUR CORNERS
LANCASTER DR
CENTER ST N E
TURNER RD
TURNER ROAD S E
AIRPORT RD
MISSION ST S E
SALEM
MUNICIPAL AIRPORT
(McNARY FIELD)
NATIONAL GUARD ARMORY
SALEM GUN CLUB
STATE HOSPITAL
STATE HOSPITAL GROUNDS
STATE PENITENTIARY
STATE FORESTRY DEPT
STATE HIGHWAY DIVISION
HWY 162 MP X0.02
HWY 163 MP 1.60
U S ARMY RESERVE
U S NAVY & MARINE CORPS
HWY 1E MP 49.51N
HWY 162 MP X1.70
HWY 1 MP 253.88
HWY 162 MP 1.42
M.P. 45.86
MP 2.10
CASCADES
GATEWAY PARK
Mill Creek
Shelton Ditch
MACLEAY RD
CAPLINGER RD S E
HOLLAND DR
GAFFIN RD
CAMPBELL ST S E
HWY 22 NO 162
PROPOSED EAST ROUTE
CORDON AVENUE
T. 7-8S., R. 3W., W.M.
T. 7-8S., R. 2 W., W.M.
(MATCH TO SHEET 11)
MATCH TO SHEET 12)
LEGEND
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
SHEET ARRANGEMENT
1
2
3
4
5
6
7

# SALEM

POLK-MARION CO., OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,600

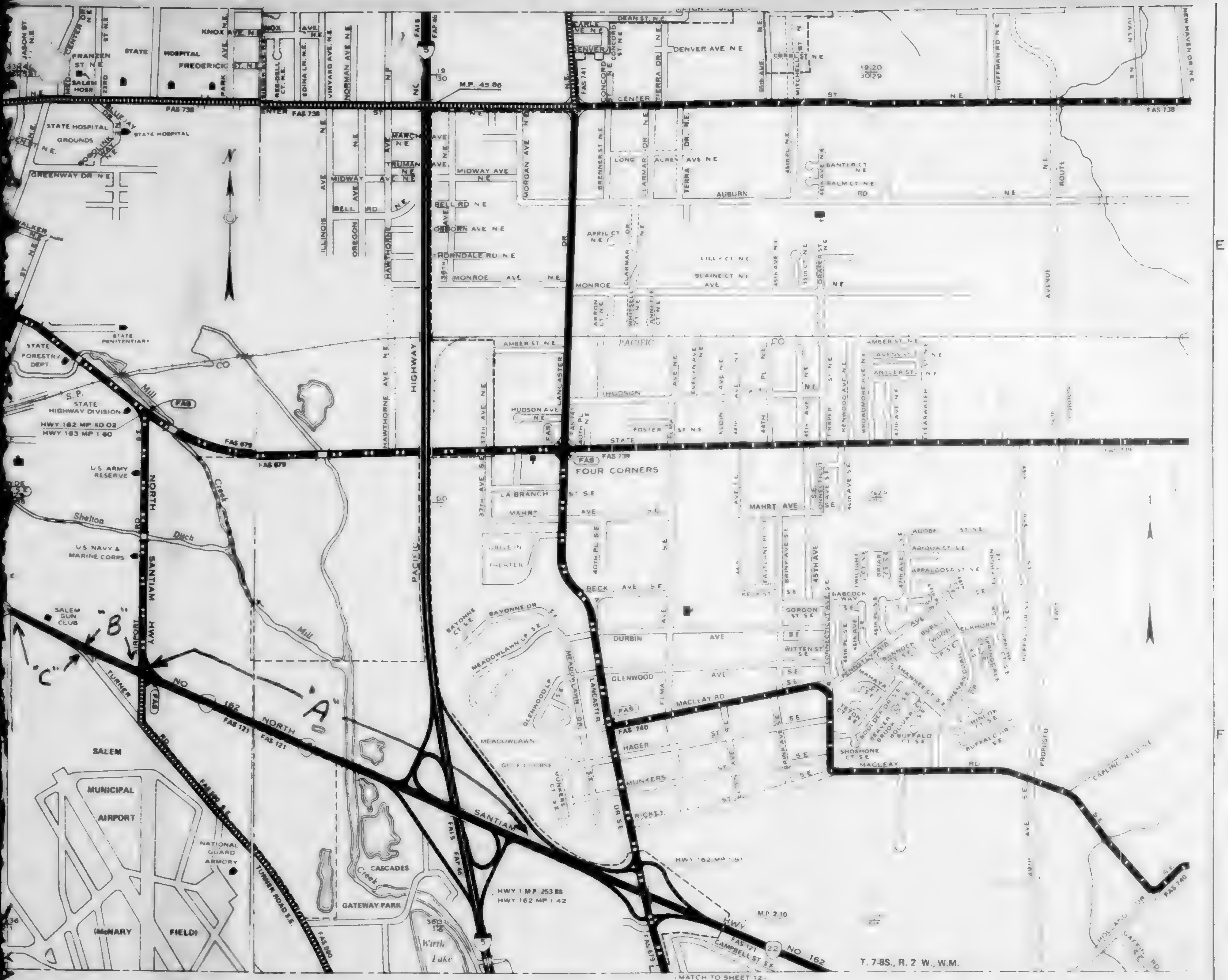
# SALEM

POLK-MARION CO., OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,600


E
F
CENTER ST N.E.
FAS 738
STATE ST
FAS 679
FOUR CORNERS
LANCASTER DR
FAS 741
FAS 740
PACIFIC HIGHWAY
FAI 5
FAP 46
M.P. 45.86
NORTH SANTIAM HWY
NO 162
FAS 121
HWY 162 MP X0.02
HWY 163 MP 1.60
HWY 1 M.P. 253.88
HWY 162 MP 1.42
M.P. 2.10
22
CAMPBELL ST S.E.
TURNER RD
TURNER ROAD S.E.
FAS 590
AIRPORT RD
MACLEAY RD
MACLAY RD
GLENWOOD AVE
DURBIN AVE
BECK AVE S.E.
MAHRT AVE
LA BRANCH ST S.E.
45TH AVE
AUBURN RD N.E.
MONROE AVE N.E.
HAWTHORNE AVE N.E.
STATE HOSPITAL GROUNDS
STATE PENITENTIARY
STATE FORESTRY DEPT.
S.P. STATE HIGHWAY DIVISION
U.S. ARMY RESERVE
U.S. NAVY & MARINE CORPS
SALEM GUN CLUB
SALEM MUNICIPAL AIRPORT (McNARY FIELD)
NATIONAL GUARD ARMORY
CASCADES
GATEWAY PARK
Wirth Lake
Mill Creek
Shelton Ditch
PROPOSED
"A"
"B"
"C"
N
T. 7-8S., R. 2 W., W.M.
MATCH TO SHEET 12

# SALEM

- MARION CO., OREGON

OREGON STATE HIGHWAY DIVISION

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,600

SHEET ARRANGEMEN

| | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
| 7 | ▨ | |

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ● | POST OFFICE | ● | PUBLIC BLDG |
| ● | SCHOOL | CY | CITY HALL |
| ○ | CITY CENTER | CT | COURT HOUSE |
| ● | R.R. DEPOT | A | ARMORY |

# SALEM

POLK-MARION CO., OREGON

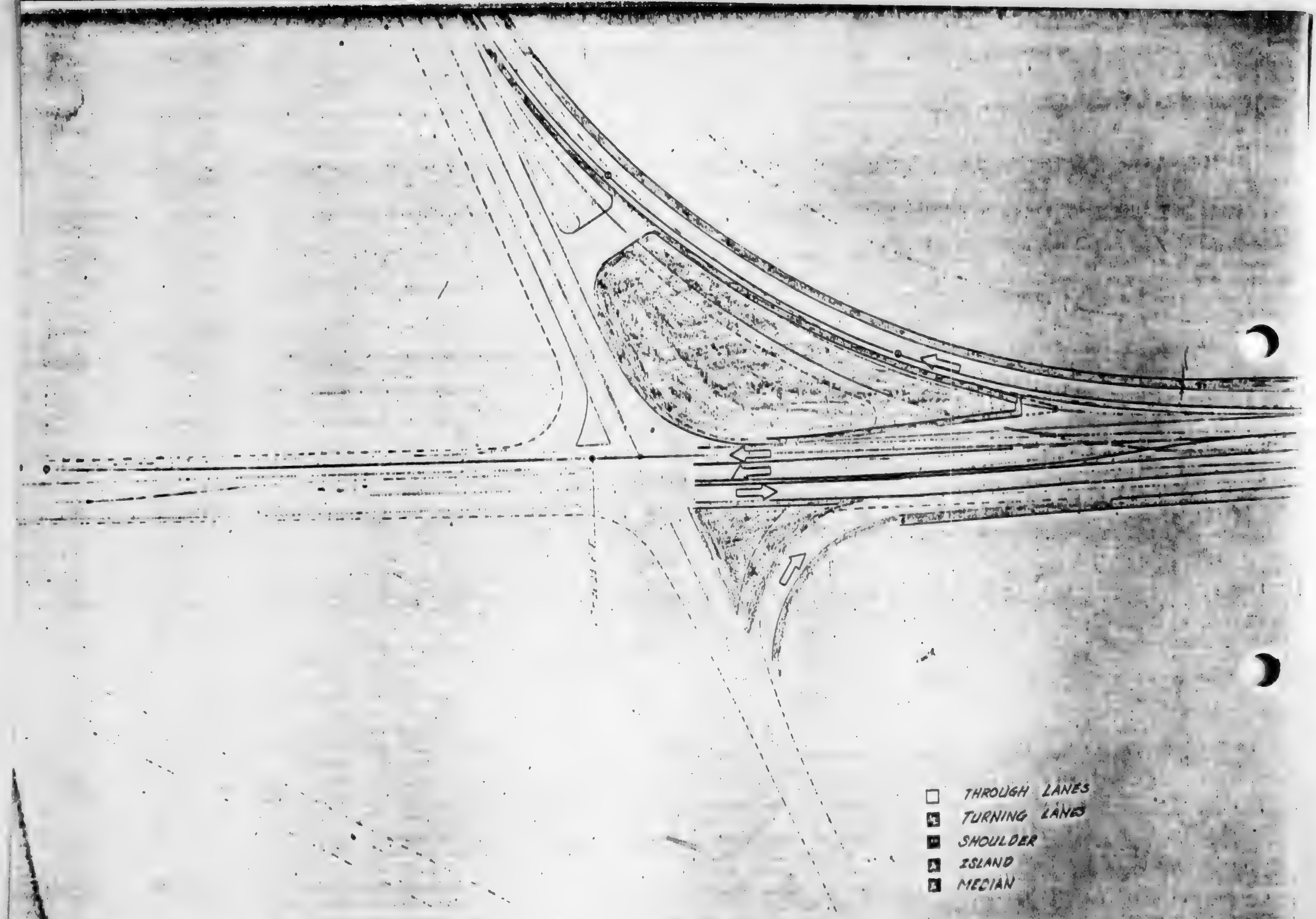
OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

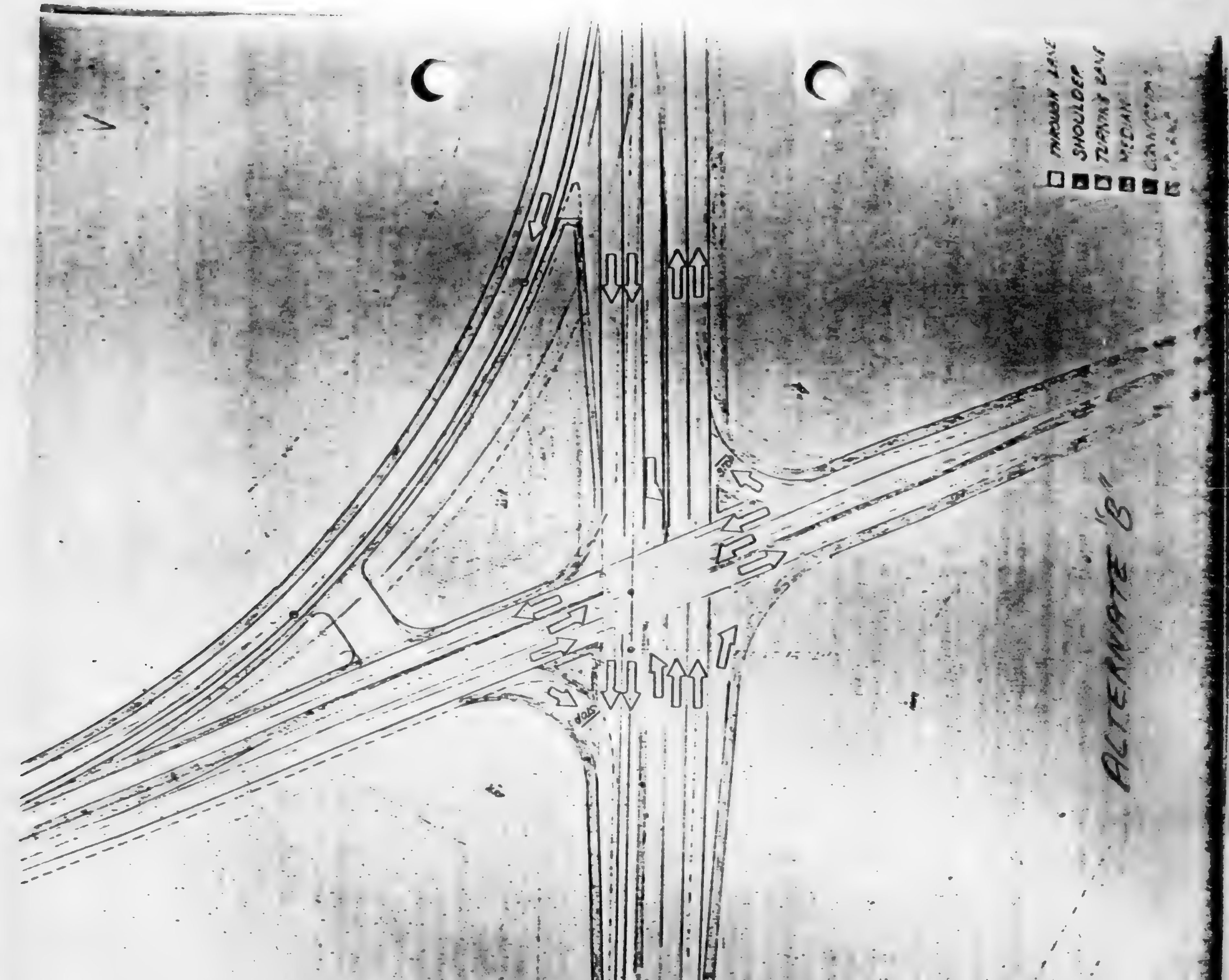
Population 74,600

SHEET ARRANGEMENT

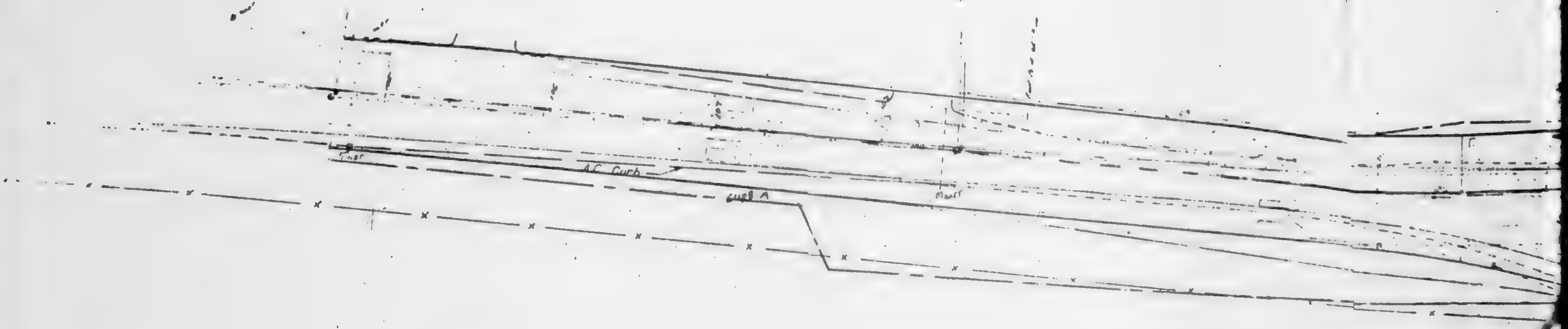
| | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
| 7 | 8 | ▨ |


□ THROUGH LANES
▨ TURNING LANES
■ SHOULDER
▨ ISLAND
▨ MEDIAN

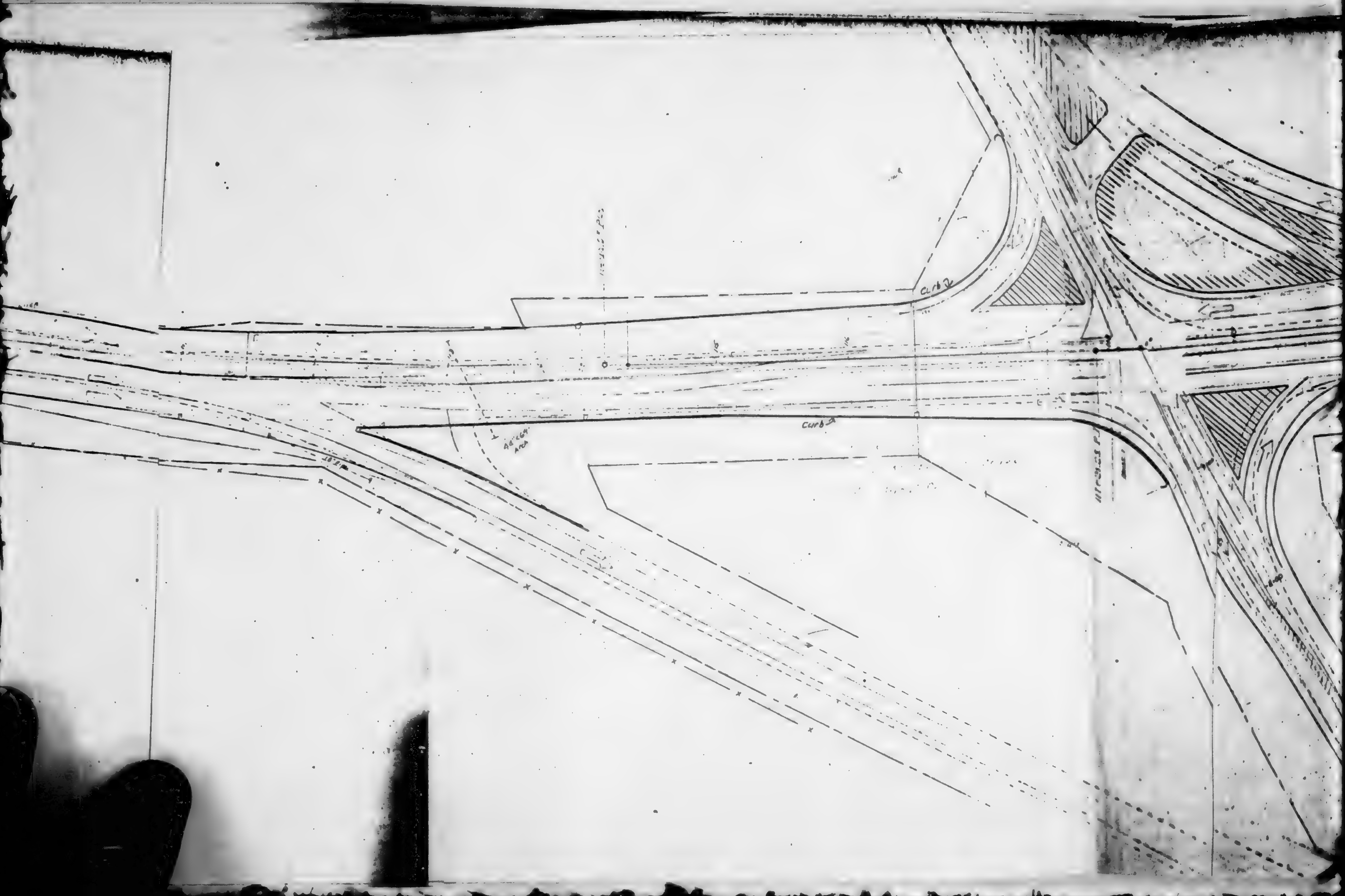
ALTERNATE "A"

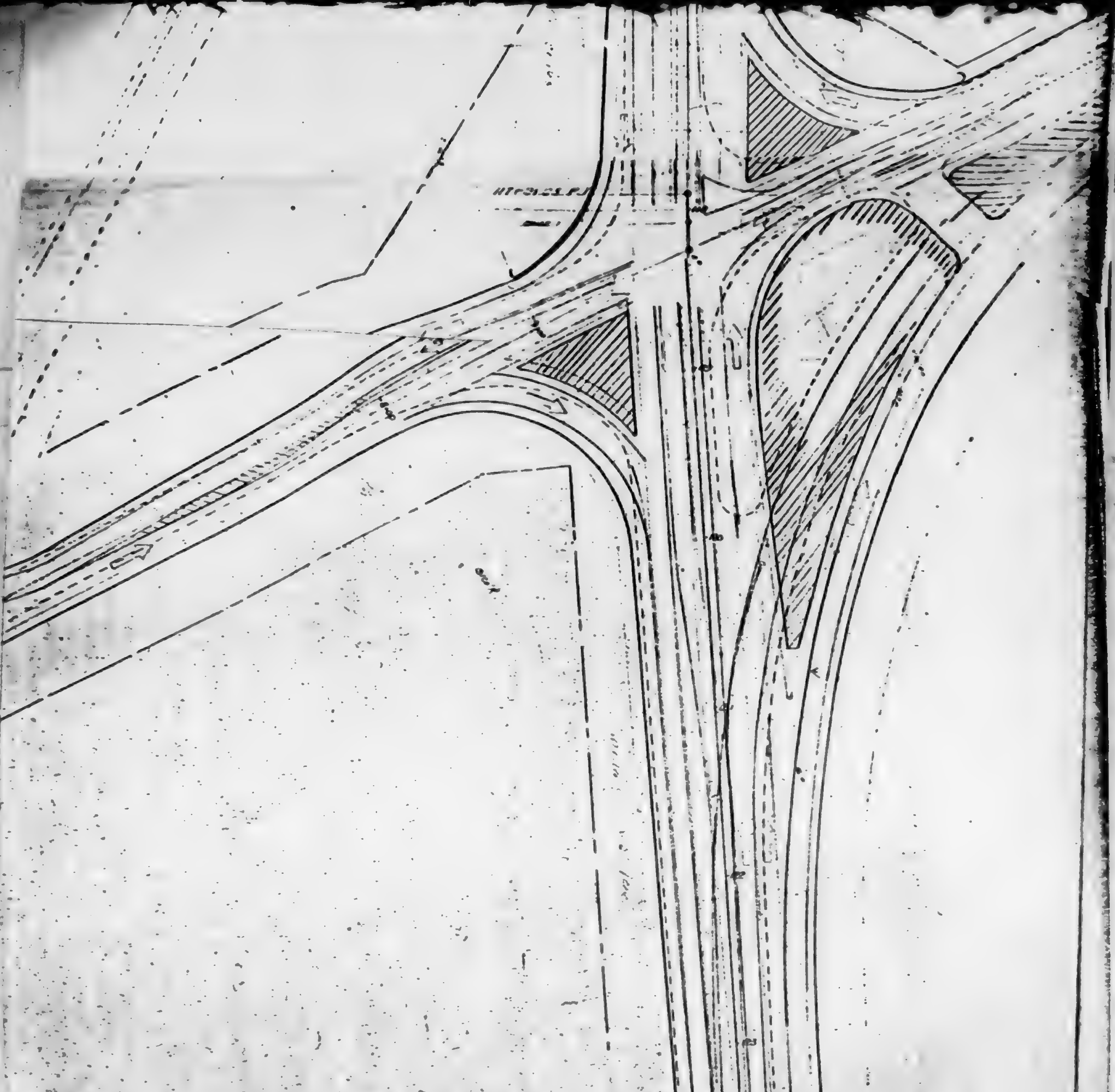

THROUGH LANE
SHOULDER
TURNING LANE
MEDIAN
CONNECTION
STOP

ALTERNATE "B"


AC Curb
Curb A

ALTERNATE "C"


Curb
Curb



(37)

Salem

2-14 [illegible] Reg. 2 (to me)
please write letter to city
using contents [illegible]

624-1084

REGION 2 ENGINEER
RECEIVED
FEB 8 1974
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

RECEIVED
COUNTY & CITY SECTION
☑ ENGR ☐ COOR ☐ UPE ☑ CE ☐ RE ☐ RPE

**OREGON STATE**
**HIGHWAY DIVISION**
P.O. Box 272
Woodburn, Oregon 97071

February 5, 1974

City of Salem
Att: Mr. Ed Sigurdson
City Engineer

Re: Airport Road-Lancaster Drive Section
North Santiam Highway
124-1453
Marion County

Gentlemen:

At our meeting on January 25, 1974 in connection with subject project, you were shown the various plans developed by us for the area in vicinity of Airport Road. These plans indicated the various possibilities to terminate our proposed four lane section of Airport Road or continue westerly.

The three (3) alternates presented were:

(1) Terminate the 4-lane section at Airport Road, leaving intersection as it now exists.
(2) Carry 4-lanes through the intersection and taper into existing alignment just easterly of Turner Road connection to Mission Street.
(3) Carry 4-lanes westerly to connect with full 4-lane section on Mission Street.

At this time we are working up plans for alternate (2), which would provide a 4-lane section through the intersection and terminate near Turner Road connection. This design would then allow for full width to be continued westerly if appropriate.

This information being supplied for your use in determining the City of Salem's desires in possible reconstruction on the section westerly of Airport Road. Should the decision be made to widen this section to 4-lanes, it could be tied into our project quite easily.

Please advise if you have any questions. We will be glad to provide any information we have in connection with this project.

Yours truly,

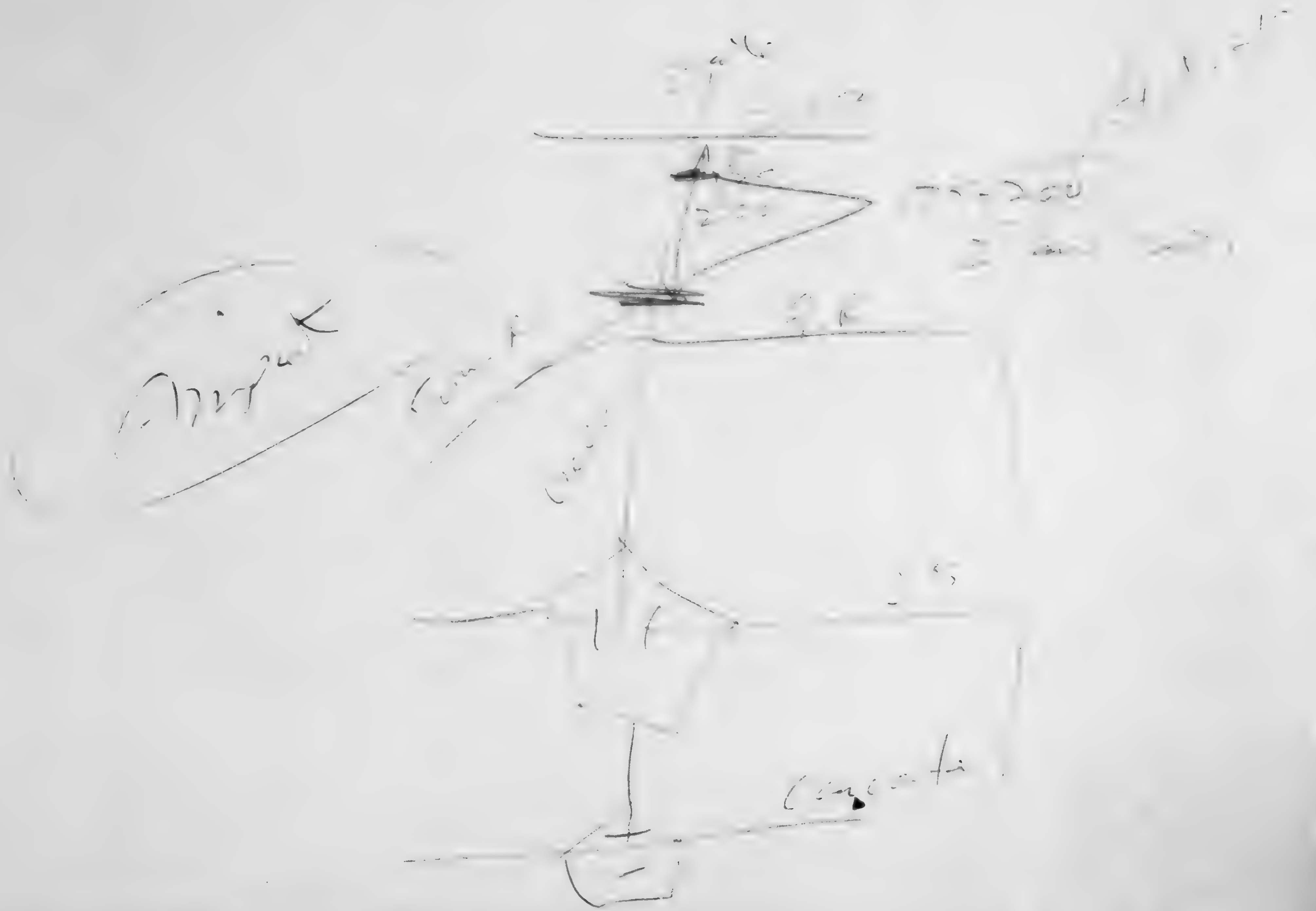
Ernest L. Scrivner
E.L. Scrivner
Resident Engineer

ELS/ew

cc:File
Region Engineer

cc Ernie Scrivner

cc Don Horswell ✓ — This should be written
from your office. Sigurdson 1-28-74
asked for letter on our meeting 1-25-74
Suggest more emphasis on need
for closing gap & how to
experience. Estimate is
E$175,000 say $200,000.
Need more R/W for
Co. Comis but can
be done [illegible] without
[illegible] them


Concrete

8385

FORM E-30

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 18, 1973

TO J. H. Versteeg, Design Engineer
Attention: A. D. Olson

FROM Jack Sullivan Jack Sullivan
Urban Studies Engineer

SUBJECT

Traffic Analysis
Santiam Highway (25th Street to Lancaster Drive)
Salem

The following is in response to your request to analyze the ability of the proposed subject design to provide an acceptable level of service for projected 1993 traffic.

The following transportation system was assumed by 1993:

1. 1982 Amended Transportation Plan.
2. Pine and Mission Street Bridges.
3. Mission Street Parkway.
4. I-5 - Kubler Boulevard Interchange (with and without).

Attached are sketch maps (Maps 1, 2, 3) showing 1973 and 1993 traffic for the project. The 1993 volumes reflect the estimated future traffic demand based on the above assumptions. These traffic volumes cannot be obtained, however, without improvements to the Santiam Highway-Lancaster Drive Intersections and the Mission Street-Airport Road Intersection.

__Alternative A__ (Cloverleaf Design)

Initially, a weave analysis was made on the Santiam Highway between the loop ramps at the I-5 Interchange (Figure 1). It was found that a level of service approaching "E" could be expected. It is, therefore, recommended that the cloverleaf design not be implemented.

1 Versteeg ✓
2 A. Olson ADO
Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
DEC 20 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

Copy in ~~Urban~~ Prelim. Design for study AO.

## Alternative B

Santiam Highway without the proposed cloverleaf design was then analyzed. Weave III (Figure 2) between I-5 northbound off-ramp and the eastbound Santiam Highway off-ramp to Lancaster Drive was considered as a simple weave. It is recommended that 1,000 feet of weave distance be provided at level of service "C". Weave IV between the westbound Santiam Highway on-ramp and the I-5 southbound and northbound on-ramps was initially analyzed as a complex weave, but found to operate as a simple weave. It is also recommended that 1,000 feet of weave distance be provided.

The following intersections were analyzed to determine the level of service expected with the present configuration and what design solutions could be developed (Figure 4):

A. Santiam Highway and I-5 southbound off-ramp.
B. Santiam Highway and I-5 northbound off-ramp.
C. Lancaster Drive and Santiam Highway eastbound on and off-ramps.
D. Lancaster Drive and Santiam Highway westbound on and off-ramps.
E. Mission Street and Airport Road.

Intersection A was found to operate at a level of service "E-F" with the present configuration. By adding a double left-turn lane and a free right-turn movement on the off-ramp, the level of service could be brought up to "C". By 1988, a third lane would be necessary on the west approach.

Intersection B was also found to operate at level of service "E". By providing a free right-turn movement, the level of service was brought up to "C". Three lanes are necessary on the east approach for storage to prevent interference with Weave IV. Both intersections (A and B) would require signalization.

Intersection C was found to operate at level of service "E-F". In order to provide level of service "C" operation by 1993, the Santiam Highway eastbound off-ramp would have to be widened to three lanes with two for left turns and one for right turns. This would necessitate widening the Lancaster Drive overcrossing structure to four lanes (Figure 5). As an interim measure, widening the off-ramp to two lanes would raise the level of service to "E".

Intersection D was found to operate satisfactorily.

Intersection E was found to operate at level of service "E-F" with the existing design. Widening Airport Road and Mission Street as shown in Figure 4 will allow the intersection to operate at level of service "C".

## Alternative C

A third alternative with the present loop ramp replaced by loop ramps in the opposite quadrants and left-turn refuges on the Santiam Highway was also studied. Weave III and IV would operate the same as under Alternative B. The same recommendations would hold true (See Figure 3).

Intersections A and B would be revised by this alternative. The following new intersections would be developed in accordance with our capacity analyses:

F. Santiam Highway and I-5 southbound on-ramps.
G. Santiam Highway and I-5 northbound on-ramps.

Intersections C through E would remain unchanged.

Intersection F involves left-turn movements from the Santiam Highway to the southbound I-5 on-ramp conflicting with through traffic on the Santiam Highway from west-to-east. By providing a single left-turn lane and two through lanes from the west, a level of service "C" can be obtained. The southbound on-ramp would have to be widened to two lanes for a distance of 700 feet to provide adequate distance for merging and acceleration for the turning traffic.

Intersection G would involve left-turn moves from the Santiam Highway to the northbound I-5 on-ramp conflicting with through traffic on the Santiam Highway from east-to-west. By providing a single left-turn lane and three through lanes from the east, a level of service "C" can be provided. The northbound on-ramp would also have to be widened.

## CONCLUSIONS AND RECOMMENDATIONS

Based on the 1993 traffic forecasts, the entire Mission Street-Santiam Highway Corridor would need improvements. Any improvements to the Santiam Highway-I-5 Interchange must take into account the future improvements necessary at Lancaster Drive and at Airport Road. With this in mind, the following recommendations are made for Alternatives B and C (Figure 4).

Alternative B

1. Widen the Santiam Highway to six-lanes between Lancaster Drive and Airport Road.
2. Provide a double left-turn lane at the I-5 southbound off-ramp.
3. Signalize the left-turn movements at both the northbound and southbound I-5 off-ramps.

4. & 5. Increase the weave length to 1,000 feet or greater with three lanes each way.

6. Widen the eastbound Santiam Highway off-ramp to Lancaster Drive to two lanes.
7. Widen Airport Road to four lanes north of Mission Street.
8. Add additional eastbound lane on Mission Street between 25th and Turner Road.

Alternative C

The improvements required would be the same as for Alternative B except:

1. Remove existing loop ramps and replace with off-ramps from I-5 in opposite quadrants.
2. Signalize the left-turn pockets at the northbound and southbound on-ramps to I-5.
3. Provide double lane on the existing on-ramps for a minimum of 700 feet for acceleration.

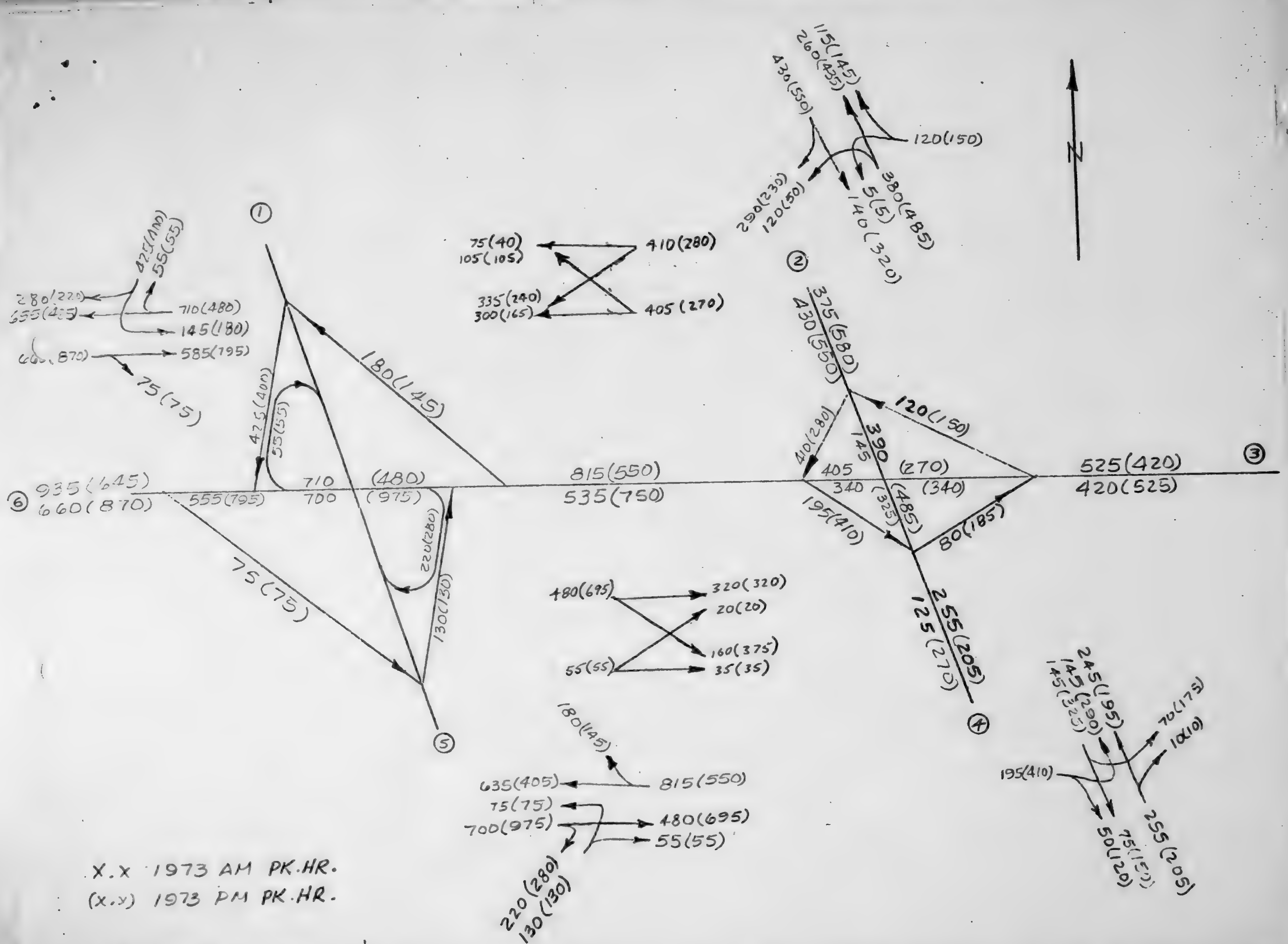
Both Alternative B and C would provide an acceptable level of service "C". However, Alternative C has several inherent advantages:

1. Eliminates one forced exit maneuver from the Santiam Highway.

2. Provides a smoother flow of through traffic on the Santiam Highway.
3. Eliminates need for trucks exiting from I-5 to stop on an uphill grade before turning left onto the Santiam Highway.
4. All moves from I-5 are free-flowing.

These advantages, however, would need to be weighed against the effects of a change in present traffic patterns and removal of existing loop ramps. From an overall traffic operation standpoint, it is recommended that Alternative C be adopted.

SL/JS:ap
Attachments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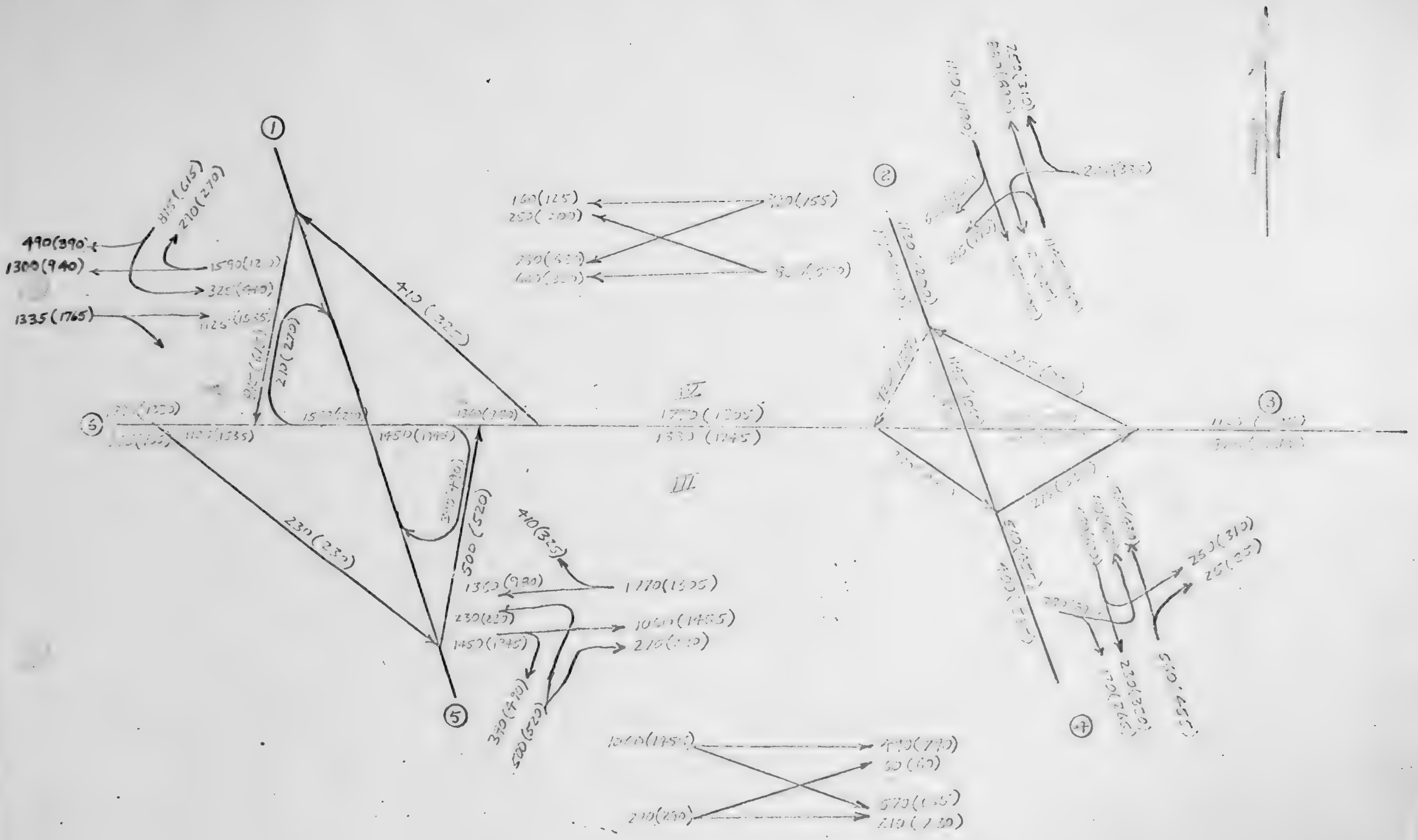
935(645)
660(870)
555(795)
710
700
(480)
(975)
425(400)
55(55)
180(145)
75(75)
220(280)
130(130)
815(550)
535(750)
375(580)
430(550)
410(280)
120(150)
390
145
405
340
(325)
(485)
(270)
(340)
195(410)
80(185)
255(205)
125(270)
525(420)
420(525)
280(220)
555(425)
710(480)
145(180)
660(870)
585(795)
75(75)
425(400)
55(55)
75(40)
105(105)
335(240)
300(165)
410(280)
405(270)
115(145)
260(435)
430(550)
120(150)
290(230)
120(50)
5(5)
140(320)
380(485)
480(695)
55(55)
320(320)
20(20)
160(375)
35(35)
180(145)
815(550)
635(405)
75(75)
700(975)
480(695)
55(55)
220(280)
130(130)
245(195)
145(290)
145(325)
70(175)
10(10)
195(410)
50(120)
75(15)
255(205)
N
X.X 1973 AM PK.HR.
(X.X) 1973 PM PK.HR.

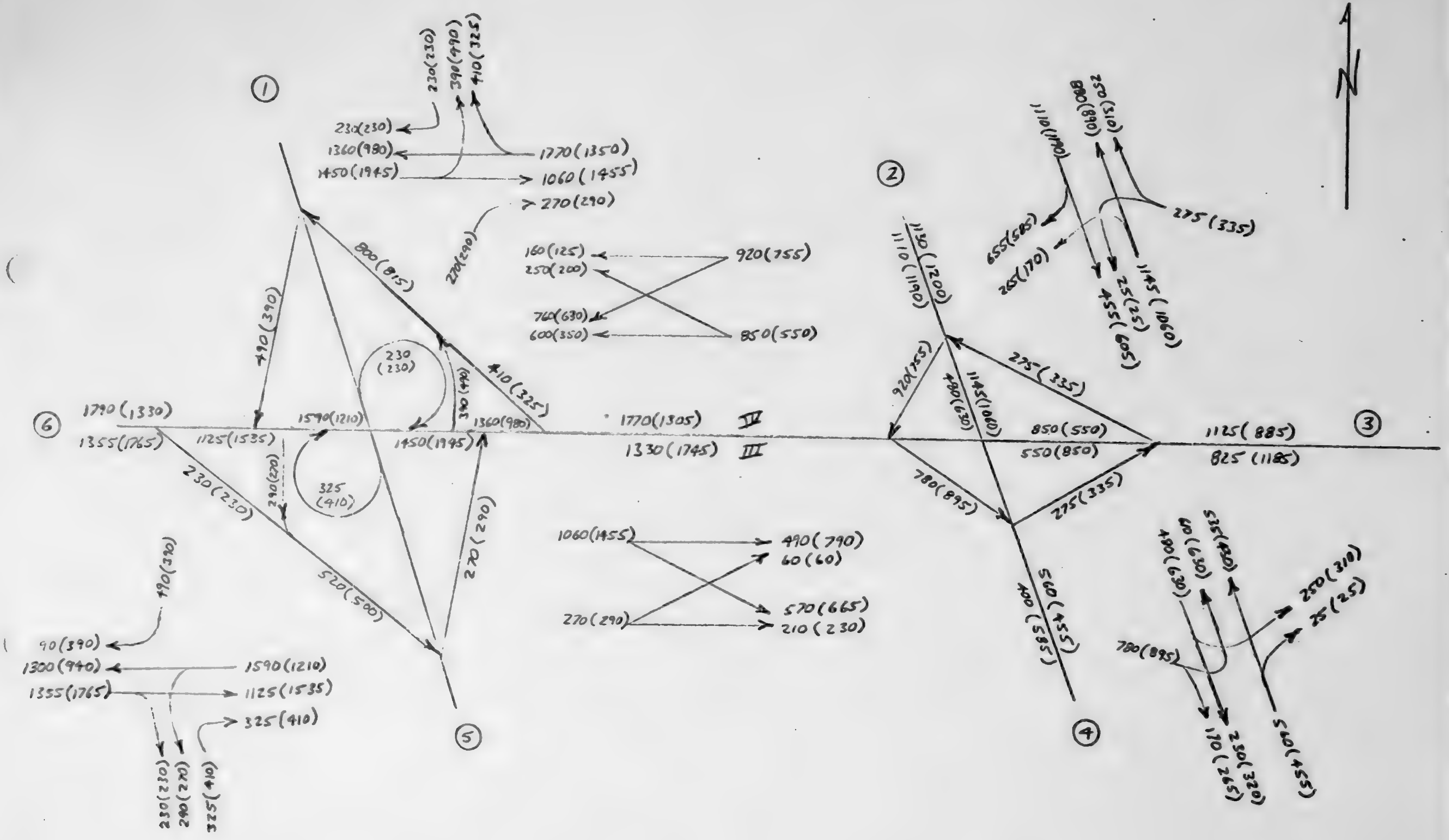
Map 1 Existing Condition



①
②
③
④
⑤
⑥
490(390)
1300(940)
1335(1765)
815(615)
210(270)
1590(1200)
325(410)
1125(1555)
410(325)
210(270)
1125(1335)
1450(1745)
500(520)
230(230)
160(125)
250(200)
IV
1770(1305)
1330(1745)
III
410(325)
1360(980)
1770(1305)
230(225)
1060(1455)
1450(1745)
210(230)
370(490)
500(520)
1060(1455)
490(790)
60(60)
210(230)
570(655)
210(230)
250(310)
880(830)
1110(1130)
1120(1200)
275
250(310)
25(35)
170(265)
230(320)
540(455)
XXX (XXX) 19?? AM(PM) DHV

Map 2 Alternative B

SBL Nov73


①
②
③
④
⑤
⑥
N
230(230)
1360(980)
1450(1945)
1770(1350)
1060(1455)
390(490)
410(325)
270(290)
490(390)
800(815)
410(325)
390(490)
230
(230)
1790(1330)
1355(1765)
1125(1535)
1590(1210)
1450(1945)
1360(980)
290(270)
325
(410)
230(230)
520(500)
270(290)
160(125)
250(200)
760(630)
600(350)
920(755)
850(550)
1770(1305)
IV
1330(1745)
III
1060(1455)
270(290)
490(790)
60(60)
570(665)
210(230)
90(390)
490(390)
1300(940)
1590(1210)
1355(1765)
1125(1535)
325(410)
230(230)
290(270)
325(410)
1110(1190)
1130(1200)
920(755)
480(630)
1145(1060)
275(335)
850(550)
550(850)
780(895)
275(335)
1125(885)
825(1185)
560(455)
400(585)
1110(1190)
880(890)
250(310)
655(585)
265(170)
455(605)
25(25)
1145(1060)
275(335)
480(630)
60(630)
535(480)
780(895)
170(265)
230(320)
560(455)
250(310)
25(25)

Map 3 Alternative C

XXX (XXX) 1993 AM(PM) DHV
based on U-1C
w/ Kabler Blvd

SBL Dec 73

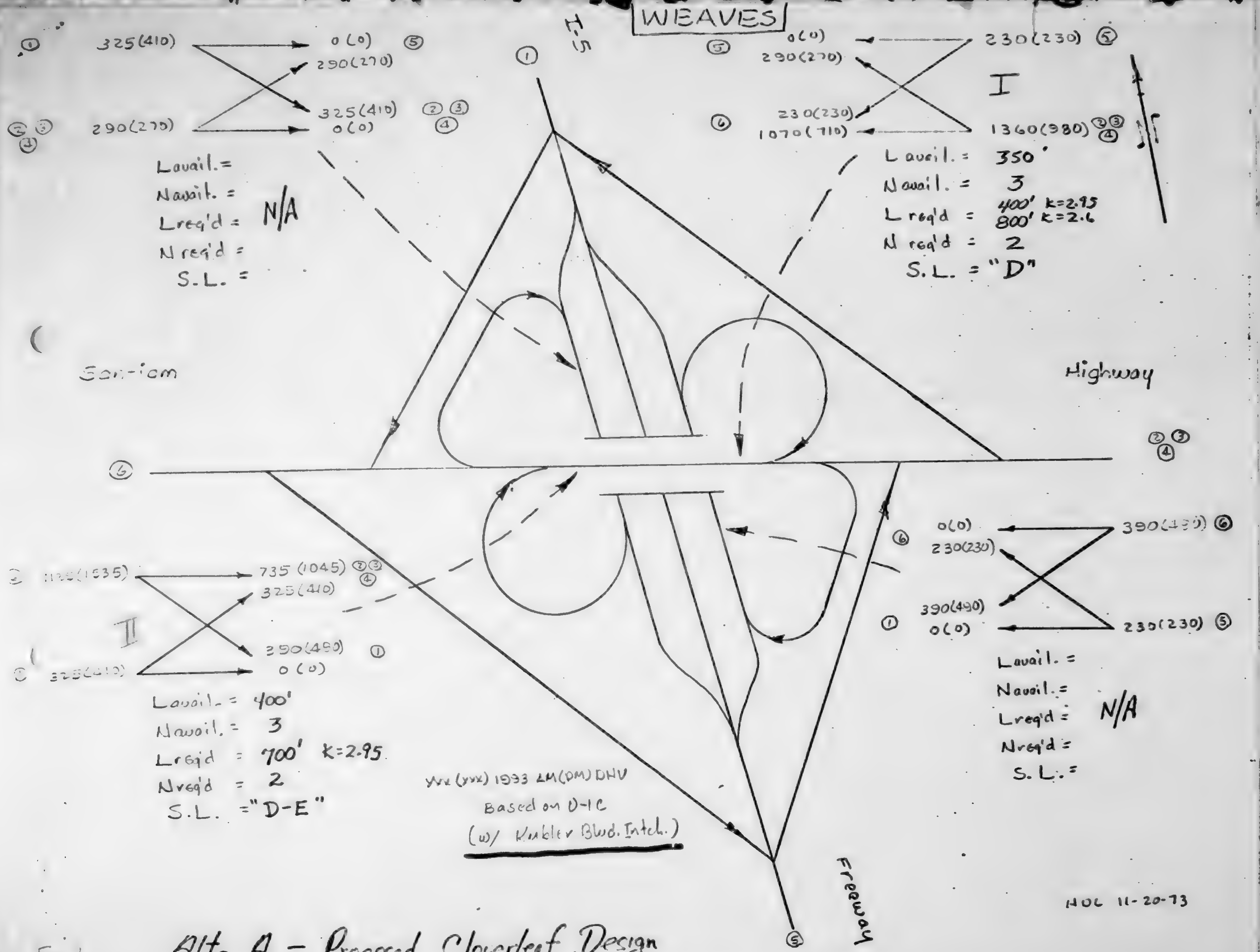
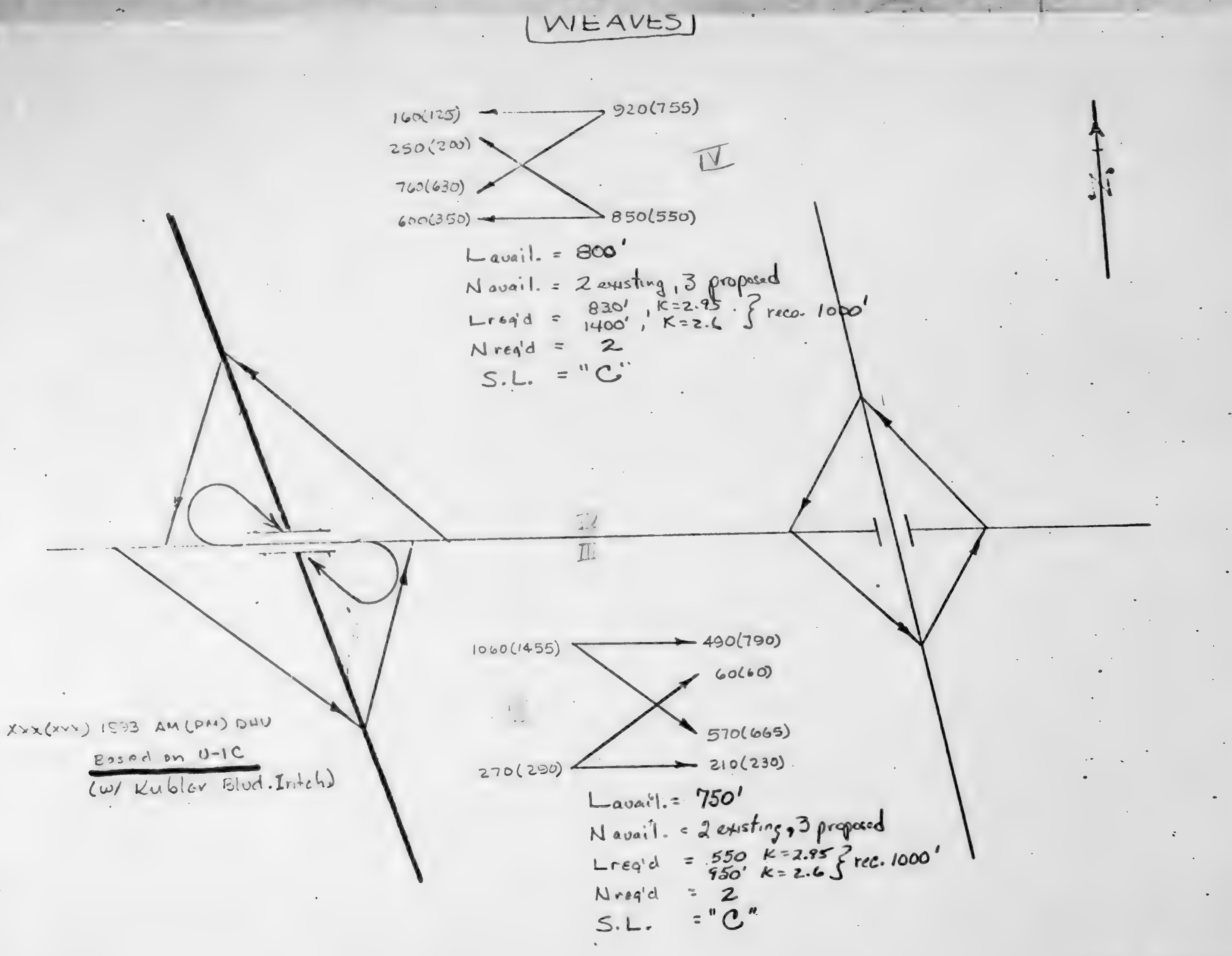

WEAVES
H-5
Santiam
Highway
Freeway
①
②③④
⑤
⑥
① 325(410) → 0(0) ⑤
②③④ 290(270) → 290(270)
325(410) ②③
0(0) ④
Lavail. =
Navail. =
Lreq'd = N/A
Nreq'd =
S.L. =
I
⑤ 0(0) ← 230(230) ⑤
290(270)
⑥ 230(230)
1070(710) ← 1360(980) ②③④
Lavail. = 350'
Navail. = 3
Lreq'd = 400' k=2.95
800' k=2.6
Nreq'd = 2
S.L. = "D"
II
② 1125(1535) → 735(1045) ②③④
325(410)
① 325(410) → 390(490) ①
0(0)
Lavail. = 400'
Navail. = 3
Lreq'd = 700' k=2.95
Nreq'd = 2
S.L. = "D-E"
⑥ 0(0) ← 390(490) ⑥
230(230)
① 390(490)
0(0) ← 230(230) ⑤
Lavail. =
Navail. =
Lreq'd = N/A
Nreq'd =
S.L. =
xxx (xxx) 1993 AM(PM) DHV
Based on D-1C
(w/ Kubler Blvd. Intch.)
HOC 11-20-73

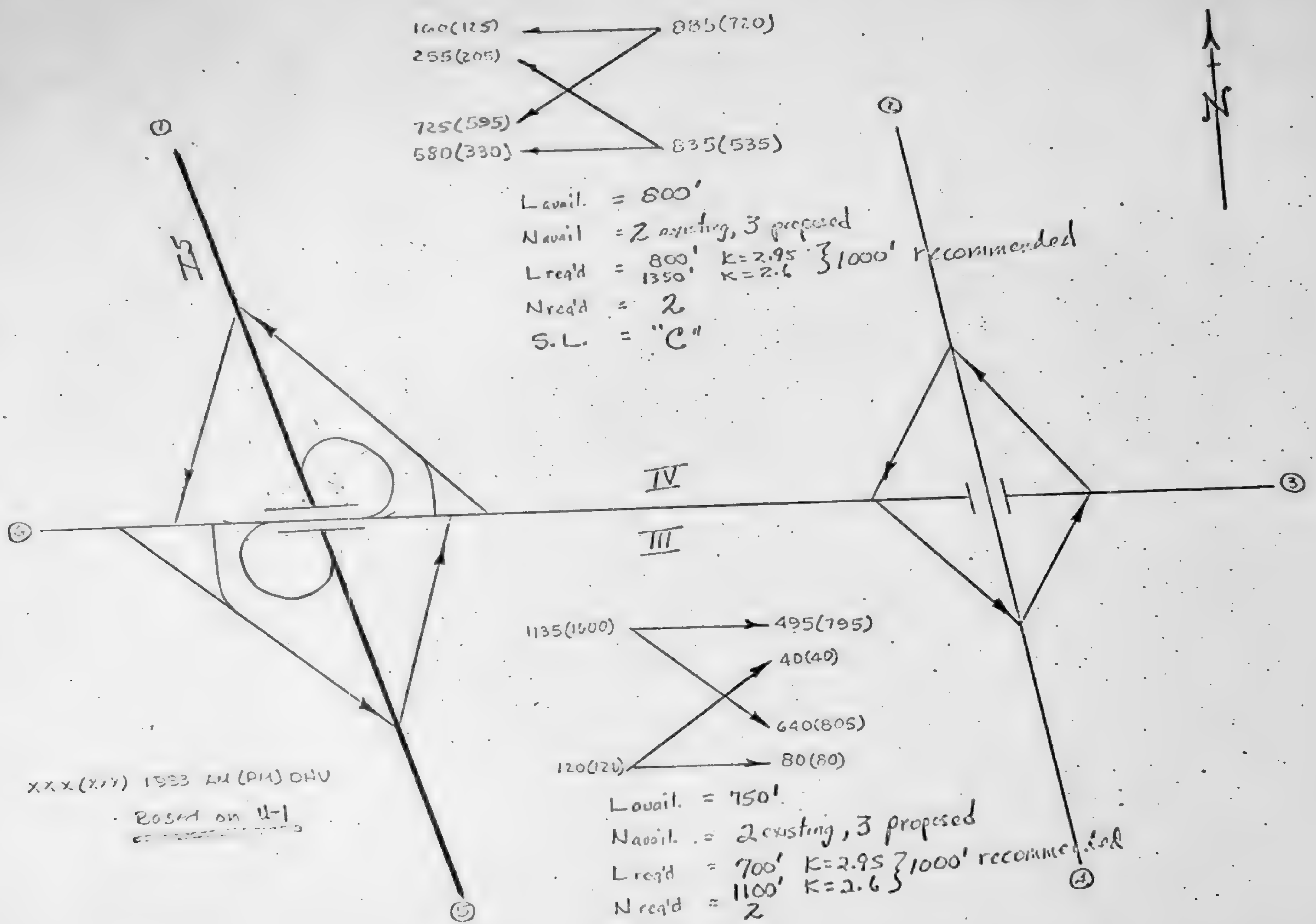
Fig 1 Alt. A - Proposed Cloverleaf Design



WEAVES
160(125)
920(755)
250(200)
IV
760(630)
600(350)
850(550)
Lavail. = 800'
Navail. = 2 existing, 3 proposed
Lreq'd = 830', K=2.95 / 1400', K=2.6 } reco. 1000'
Nreq'd = 2
S.L. = "C"
IV
III
1060(1455)
490(790)
60(60)
570(665)
270(290)
210(230)
Lavail. = 750'
Navail. = 2 existing, 3 proposed
Lreq'd = 550 K=2.95 / 950' K=2.6 } rec. 1000'
Nreq'd = 2
S.L. = "C"
XXX(XXX) 1993 AM(PM) DHV
Based on U-1C
(w/ Kubler Blvd. Intch)
N

HDC 11-20-73

Fig 2 Alt. B - Widen Santiam w/o Cloverleaf


160(125)
885(720)
255(205)
725(595)
580(330)
835(535)
①
②
③
④
⑤
⑥
I-5
IV
III
1135(1600)
495(795)
40(40)
640(805)
120(120)
80(80)
N

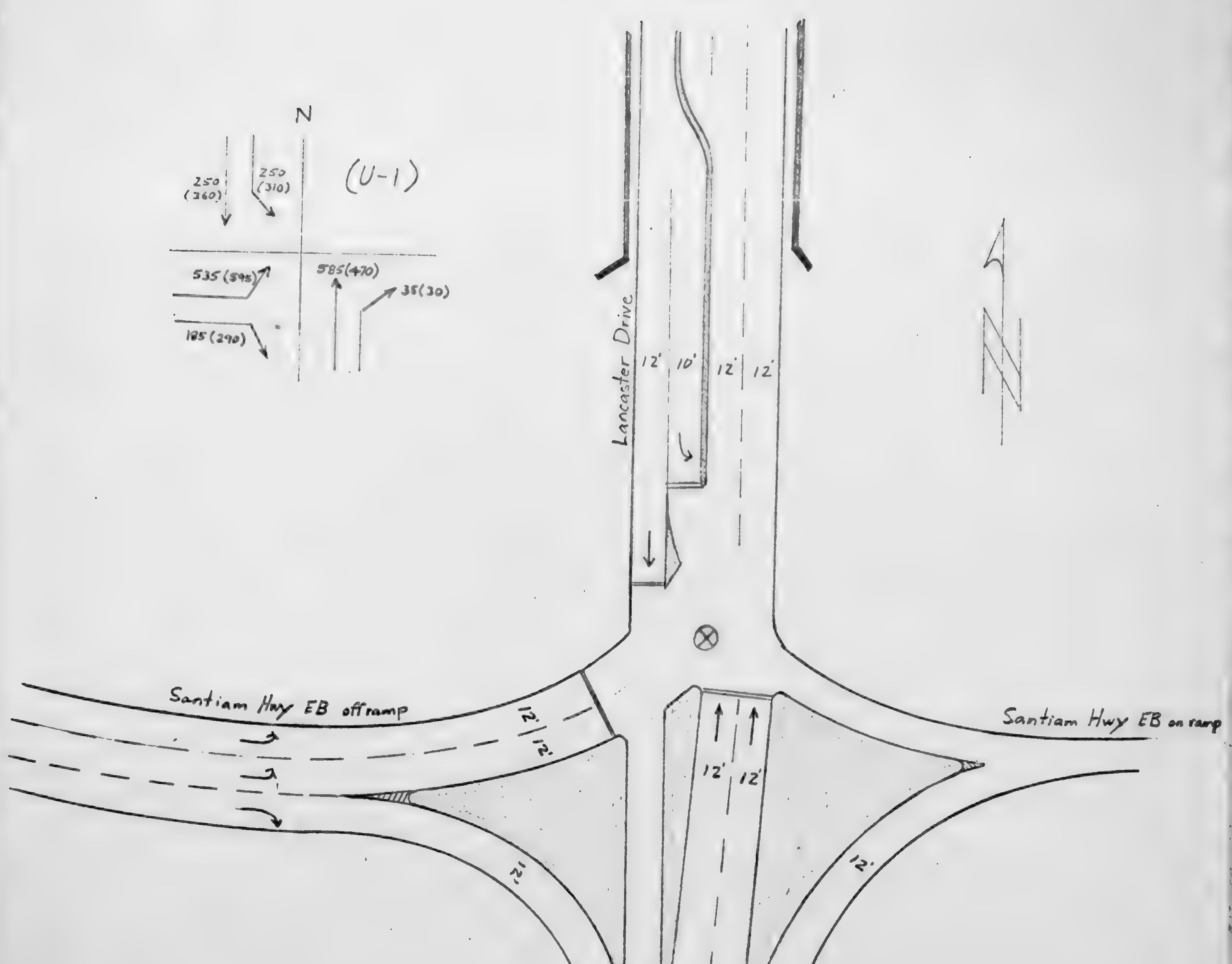
Lavail. = 800'
Navail = 2 existing, 3 proposed
Lreq'd = 800' K=2.95, 1350' K=2.6 } 1000' recommended
Nreq'd = 2
S.L. = "C"

Lavail. = 750'
Navail. = 2 existing, 3 proposed
Lreq'd = 700' K=2.95, 1100' K=2.6 } 1000' recommended
Nreq'd = 2
S.L. = "C"

XXX(XXX) 1993 AM (PM) DHV
Based on II-1

HDC 11-20-73

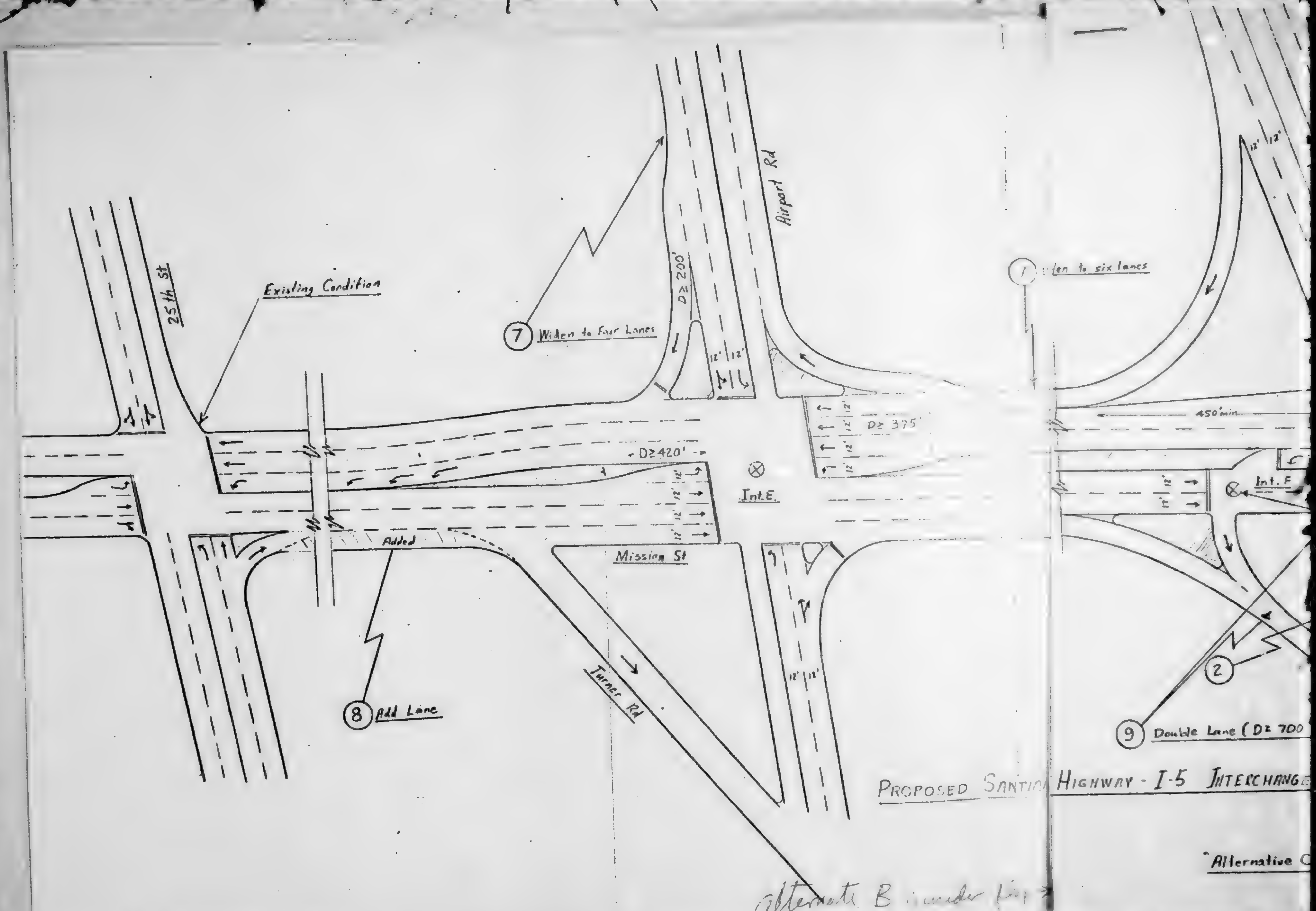
Fig 3 Alt C - Widen Santiam w/o Cloverleaf


50'
N
250
(360)
250
(310)
(U-1)
535 (595)
585(470)
35(30)
185 (290)
Lancaster Drive
12'
10'
12'
12'
Santiam Hwy EB offramp
12'
12'
Santiam Hwy EB on ramp
12'
12'
12'
12'

FUTURE IMPROVEMENT

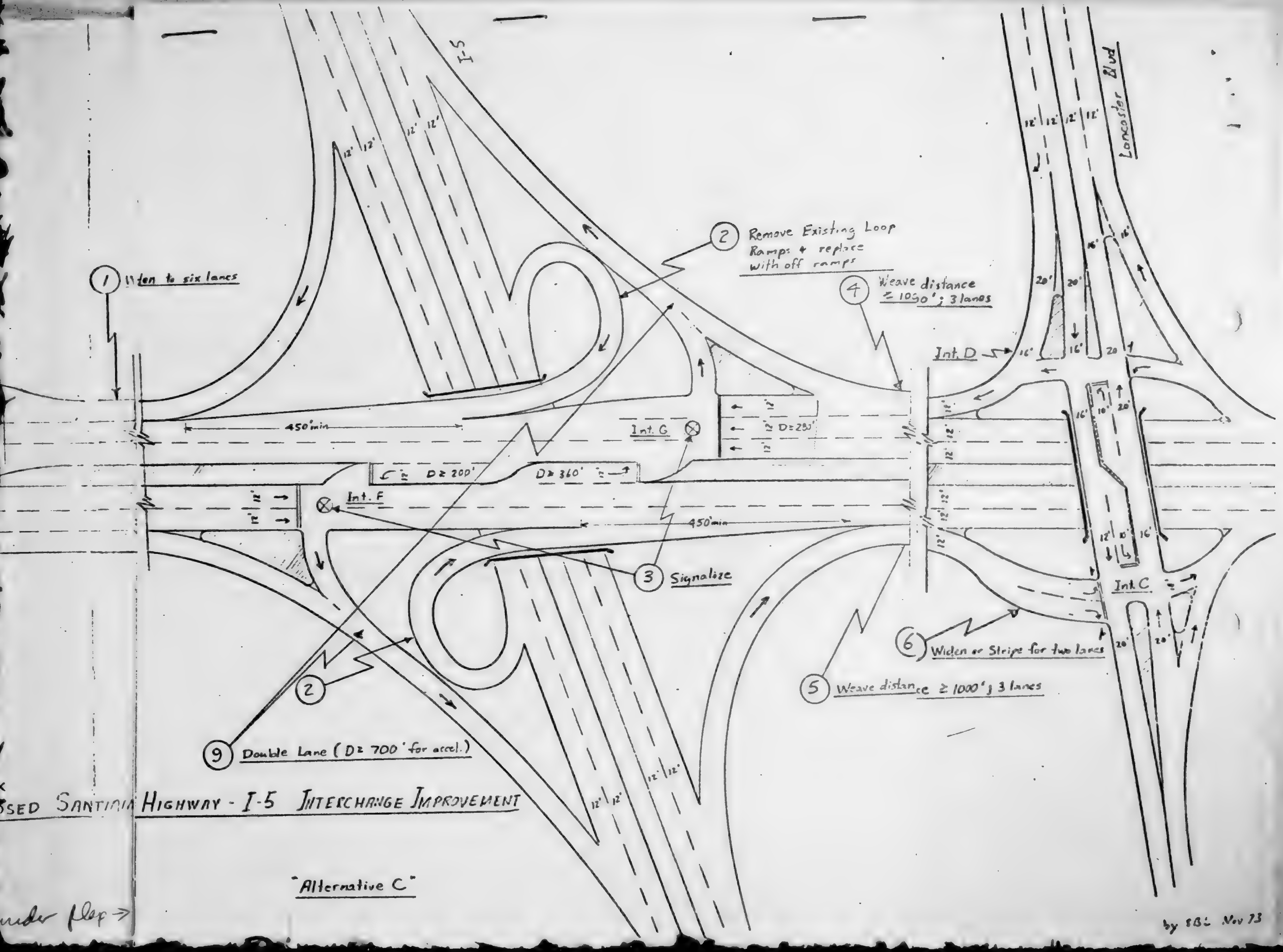
Fig. 5

by SBL Nov 73


25th St
Existing Condition
7 Widen to Four Lanes
D ≥ 200'
12' 12'
Airport Rd
1 …ien to six lanes
D ≥ 375'
12' 12' 12' 12'
450' min
- D ≥ 420' -
Int. E
Int. F
Mission St
Added
8 Add Lane
Turner Rd
2
9 Double Lane ( D ≥ 700
PROPOSED SANTIA HIGHWAY - I-5 INTERCHANGE
"Alternative C

alternate B is under fig

Fig 4.



OSED SANTIAM HIGHWAY - I-5 INTERCHANGE IMPROVEMENT

"Alternative C"

① Widen to six lanes

② Remove Existing Loop Ramps + replace with off ramps

③ Signalize

④ Weave distance ≥ 1090'; 3 lanes

⑤ Weave distance ≥ 1000'; 3 lanes

⑥ Widen or Stripe for two lanes

⑨ Double Lane (D≥ 700' for accel.)

by SBL Nov 73

under flap →

I-5
Lancaster Blvd
Int. D
Int. C
Int. G
Int. F
450' min
450' min
D≥ 200'
D≥ 360'
D≥ 280'
12'
16'
20'
10'
2

FORM 6-33 (REV. [illegible])

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

October 22, 1973

To: Mr. C. O. Fredrickson
Regional Engineer

SUBJECT: Airport Road
Lancaster Drive Section
North Santiam Highway

Attention: Mr. Gerald Wimer
Region Construction Engineer

This will acknowledge your letter of October 17 outlining your proposed survey activities on the subject section.

I appreciate your approach to the problem as outlined in our discussions and further outlined in your letter. It is the consensus of traffic prognosticators that under present guidelines, six-laning of the Salem bypass is between 15 and 20 years in the future. Therefore, it does not seem apropos to expend the time, effort and money necessary to execute a survey based on eventual six-laning of the bypass and reconstruction of the interchange facility. Therefore, please conduct the survey along the lines of my original verbal request.

I will be in communication with Walt Hart to determine if the widened portion of the structure over the bypass could be constructed of adequate length to accommodate some future six-laning of the bypass and still be one that would be aesthetically acceptable during the interim.

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter ✓
W. J. Hart
J. H. Versteeg

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8388 25th St. S.E.-Lancaster Dr. 1976
Intchge. Sec. in S.E. Salem
(Gr., pave, struc., sign, etc.)

CONFIDENTIAL

#8388

General Files
Copy

# ARCHAEOLOGICAL RECONNAISSANCE OF THE PROPOSED IMPROVEMENT OF THE 25th TO LANCASTER DRIVE SECTION OF THE NORTH SANTIAM HIGHWAY, MARION COUNTY, OREGON

~~OREGON DEPARTMENT OF~~
~~TRANSPORTATION LIBRARY~~

CONFIDENTIAL

by

**David L. Cole**

and

**Richard M. Pettigrew**

# ARCHAEOLOGICAL RECONNAISSANCE OF THE PROPOSED IMPROVEMENT OF THE 25th TO LANCASTER DRIVE SECTION OF THE NORTH SANTIAM HIGHWAY, MARION COUNTY, OREGON

OREGON DEPARTMENT OF
TRANSPORTATION LIBRARY

contract between

Highway Division
Oregon State Department of Transportation

and

University of Oregon
Museum of Natural History

by

David L. Cole

and

Richard M. Pettigrew
Museum of Natural History
Eugene, Oregon

September 16, 1976

# ARCHAEOLOGICAL RECONNAISSANCE OF THE PROPOSED IMPROVEMENT OF THE 25th TO LANCASTER DRIVE SECTION OF THE NORTH SANTIAM HIGHWAY, MARION COUNTY, OREGON

## INTRODUCTION

An archaeological survey of a proposed highway construction project, the 25th to Lancaster Drive section of the North Santiam Highway (Route 22, FAS 121), in southeast Salem, Oregon, was conducted under a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH). The purpose of the survey was to determine if there were archaeological resources that would be impacted by construction.

Richard M. Pettigrew, Survey Archaeologist for Highways, MNH, conducted the research and field work, and drafted this report. David L. Cole, Curator of Anthropology MNH and Principal Investigator for the Highway Department contract, visited the project to inspect the sites discovered. Cole edited this report and concurs with the recommendations.

Pettigrew surveyed the project on June 28, 1976 and located three sites. On July 7-9, with a crew of three persons, he excavated several test pits after a permit was issued to MNH in accordance with ORS 273.705. On July 20, Pettigrew, assisted by one student, further tested the heavily vegetated area with a soil auger.

The areas surveyed were those indicated in the Final Negative Declaration for the project (ODT 1976), and the construction route was followed with the aid of a detail map, scale 1" = 50 ft.; construction drawing 7B-22-18, scale 1" = 100 ft.; and a photomosiac, scale 1" = 100 ft., supplied by the Highway Division.

To determine what archaeological resources might be expected in the project area, the Oregon Archaeological Survey files of MNH were searched for information of site locations and previous surveys. Library references were examined for historic and ethnographic accounts of aboriginal use.

## THE PROJECT AREA

The proposed project is to widen the two-lane section of the North Santiam Highway between 25th and Lancaster Drive to four travel lanes; widen the Mill Creek Bridge and the overcrossing of Interstate 5; and relocate and widen the approaches to and from Airport Road, Highway I-5 and Lancaster Drive. The borrow and aggregate will be acquired from an unspecified commercial or contractor-supplied source.

The natural vegetation of the project area, as classified by Franklin and Dyrness (1973:119-123) includes Willamette Valley Grassland and Riparian Communities (ibid.:124-26). The former area, occupying 70% of the project area (ODT 1976), is dominated by grasses, and appears to be much affected by human activities such as clearing, plowing, leveling, etc. The remainder of the area, the Riparian Community, occurs primarily in the northern and eastern portions of the project area, associated with Mill Creek and a braided network of channels, some abandoned and some active. It is here that the only relatively undisturbed ground, and the most dense and varied populations of plant and animal life occur.

The riparian habitat is in two parts. The one to be most adversely affected by the project, lies within a zone bounded on the west by I-5, on the south by the North Santiam Highway, and on the northeast by the northbound on-ramp to I-5 for eastbound North Santiam Highway traffic. The other riparian area lies between the present channel of Mill Creek on the west and the southbound I-5 off-ramp onto the North Santiam Highway on the east. In both areas, the vegetation is dominated by hardwood forests consisting of Black Cottonwood (*Populus trichocarpa*), Oregon Ash (*Fraxinus latifolia*), Oregon White Oak (*Quercus garryana*), and Willow (*Salix* sp.) (ODT 1976). The oak trees are widely spaced and exhibit a savannah growth habit, indicating that the area was once drier and more open than it is at present (*ibid*.). The undergrowth was impentrable in most places with dense growths of brush, such as blackberry (*Rubus* sp.) and wild rose (*Rosa* sp.).

# ETHNOGRAPHIC BACKGROUND

The 25th to Lancaster Drive Project area lies within the tribal territory of the Santiam, one of the nine or more Calapuyan speaking tribes that lived in the Willamette River Basin south of Willamette Falls. These tribes, collectively called the Calapuya were, linguistically, a group unto themselves, speaking a common language with three major dialects. Their language belongs to a larger group of languages, the Penutian phylum, to which also belong such languages as Chinook (Lower Columbia), Coos (Oregon Coast), Takelman (Interior Southwestern Oregon), Klamath (Klamath Basin), and Nez Perce (Columbia Plateau).

Because there were no ethnographies written about the Calapuya while there were still Calapuyan informants available, our knowledge of these people is incomplete and sketchy. Collins (1951) has collated information obtained in the late 19th and early 20th centuries by ethnologists such as Gatschet (1899), Jacobs (1945), and others. A more recent collection of ethnohistorical data is presented by Mackey (1974).

Available information indicates that the Calapuya had a rather unique culture, not easily classified in terms of larger regional groupings or cultural areas. Various Calapuyan cultural traits resembled traits of groups of the Lower Columbia, the Oregon Coast, Northern California, the Great Basin, or the Columbia Plateau, but the Calapuya were not typical representatives of any of these cultural areas. Apparently, because Willamette Falls was an obstacle to the migration of salmonoid fishes, salmon did not run in the Willamette River system above the falls in significant numbers in aboriginal times, with the result that the staple food of the Calapuya was not the salmon abundantly available to neighboring groups. While stores of preserved salmon supported larger populations in relatively permanent villages and allowed more time away from subsistence activities for their neighbors, the Calapuya, lacking this resource moved about their tribal territories hunting, fishing for and gathering their foods. They occupied different sites seasonally while collecting important foods such as camas, acorns, wapato, tarweed seeds, hazelnuts, berries, trout, lamprey eels, birds, deer, elk, small mammals, and grasshoppers.

## PREVIOUS ARCHAEOLOGICAL WORK

There are no records in the Oregon Archaeological Survey files of previous archaeological field work in the immediate Salem vicinity. What we have learned from other work in the Willamette Valley, however, gives us some ideas about the kinds of sites that might be expected.

The best known type of site in the Willamette Valley is a low mound of earth, usually found along stream courses. These mounds were noticed by the first white settlers in the Valley, and curious amateur archaeologists began to dig in them in the late 19th century. Two such people, who wrote about what they found, were G.M. Powers (1886) and J.L. Hill (1885). Their discovery of burials in the mounds associated with elaborate grave offerings such as whalebone clubs, broad obsidian bifaces, and shell necklaces, as well as various utilitarian objects found in the surrounding midden, such as projectile points, scrapers, mortars and pestles, suggested to them that the mounds were purposefully built by some ancient vanished race to mark burials. A typical such 19th century opinion is expressed by George W. Wright (1922), who believed that the mounds he investigated along the Calapooya River were built as burial mounds by a race that in times long past had migrated in canoes from Japan and Siberia, via Alaska, to the Willamette Valley, and not by the lowly Calapuya, who, he says, had no memory of the origin of the mounds.

Modern archaeologists have since demonstrated that the mounds are simply accumulations of habitation midden in which occasional burials are located. Mounds of this kind have been excavated and reported along the Yamhill River, the Calapooya River, Muddy Creek, the Long Tom River, and the Willamette River (all summarized by White 1975, who provided all the original references).

The lack of specific ethnographic knowledge about the annual round of the Calapuya has recently been remedied somewhat by archaeology. John White (1975) summarized all the archaeological information available to him and created a model of the Calapuya settlement and subsistence pattern. He defines 4 major environmental zones, each with its own kind of typical site. Valley Edge sites, above the 500' contour line overlooking the floodplain, are usually thinly scattered with artifacts and flakes, and do not appear to have been intensively occupied. These sites are in places with easy access to the uplands, and are not affected by seasonal flooding. Narrow Valley Plain sites "are located on the leading edges of low terraces in the narrow flood plains bordering the high gradient tributaries to the Willamette River" (op. cit.:37). These sites appear to have been occupied more intensively than those in the previous category, with greater density of artifacts and larger middens. The environment of this zone is is characteristically savannah-grassland with streams and marshes present, but ponding is not as extensive as on the primary flood plain. A wide range of resources is available, including camas, acorns, marsh birds, and fish. Primary Flood Plain sites are located on the broad flood plain of the Willamette River, adjacent to slow-moving streams that run parallel to the main channel of the river. This area is, or has been, subject to serious flooding, and ponding is common. Sites in this zone are generally not characterized by mounds. A wide variety of resources is available in this zone, including most of the food items known to have been consumed by the Calapuya. Finally, Riparian sites are found on high natural levees or terraces above the larger tributaries of the Willamette, such as the Calapooya River. These sites tend to be mounds. Here flooding would not have been such a serious problem as with the preceding zone. A wide variety of resources also could be exploited from these sites, with the added advantages of fresh-water food sources, easy canoe transportation, and relative freedom from flooding.

According to White (ibid.:92-93), the archaeological evidence he surveyed did not argue for a strictly patterned seasonal round, but indicated that enough environmental diversity existed in two of the zones to allow different activities to be carried on in the same zone at different seasons. These were the Riparian and Primary Flood Plain zones. Only spring and summer activities are indicated at sites in the other two zones.

In terms of White's model, the environment of the 25th to Lancaster Drive section belongs to the Primary Flood Plain zone. We might, therefore, expect to find sites of the type specified for this zone, characterized by middens without mounds, and utilized aboriginally at a particular season of the year or even perhaps throughout the year. The applicability of White's model to this area should not necessarily be assumed, however, because none of the sites reviewed by White were near the Salem area. In fact, of 113 sites considered, only three of them were located north of the Calapooya River, including one on the Tualatin and two on the Yamhill River. The northern portion of the Willamette Valley remains practically unexplored.

Additional information on Willamette Valley prehistory can be found in Aikens (1975).

## INVESTIGATION PROCEDURES

The survey was conducted by examining the strips of land to be affected by construction, while paying close attention to topography that might indicate potential for archaeological sites. The right-of-way area was covered quite intensively and all observed aboriginal cultural debris was recorded.

Throughout most of the project area there was no difficulty in covering the terrain. Exceptions to this were found in the eastern portion of the project area, where dense vegetation was encountered. Only two areas were entirly inaccessible at the time of the initial survey: the portion of the widened North Santiam Highway right-of-way between stations 162 and 166, and the northern portion of the projected northbound I-5 on-ramp for eastbound North Santiam Highway traffic between the match line and station 160. The remainder of this on-ramp, however, was only accessible along a very narrow path cleared along the centerline by the survey crew, and the density of the vegetation prevented a good look at the soil even along this line.

The materials source for the project was not checked because information about its location could not be obtained.

Three prehistoric archaeological sites were discovered during the initial ground survey. To acquire enough information to be able to make recommendations, small-scale test excavations were conducted at each site. On the basis of the information collected, two of the sites were judged important enough either to protect or to salvage.

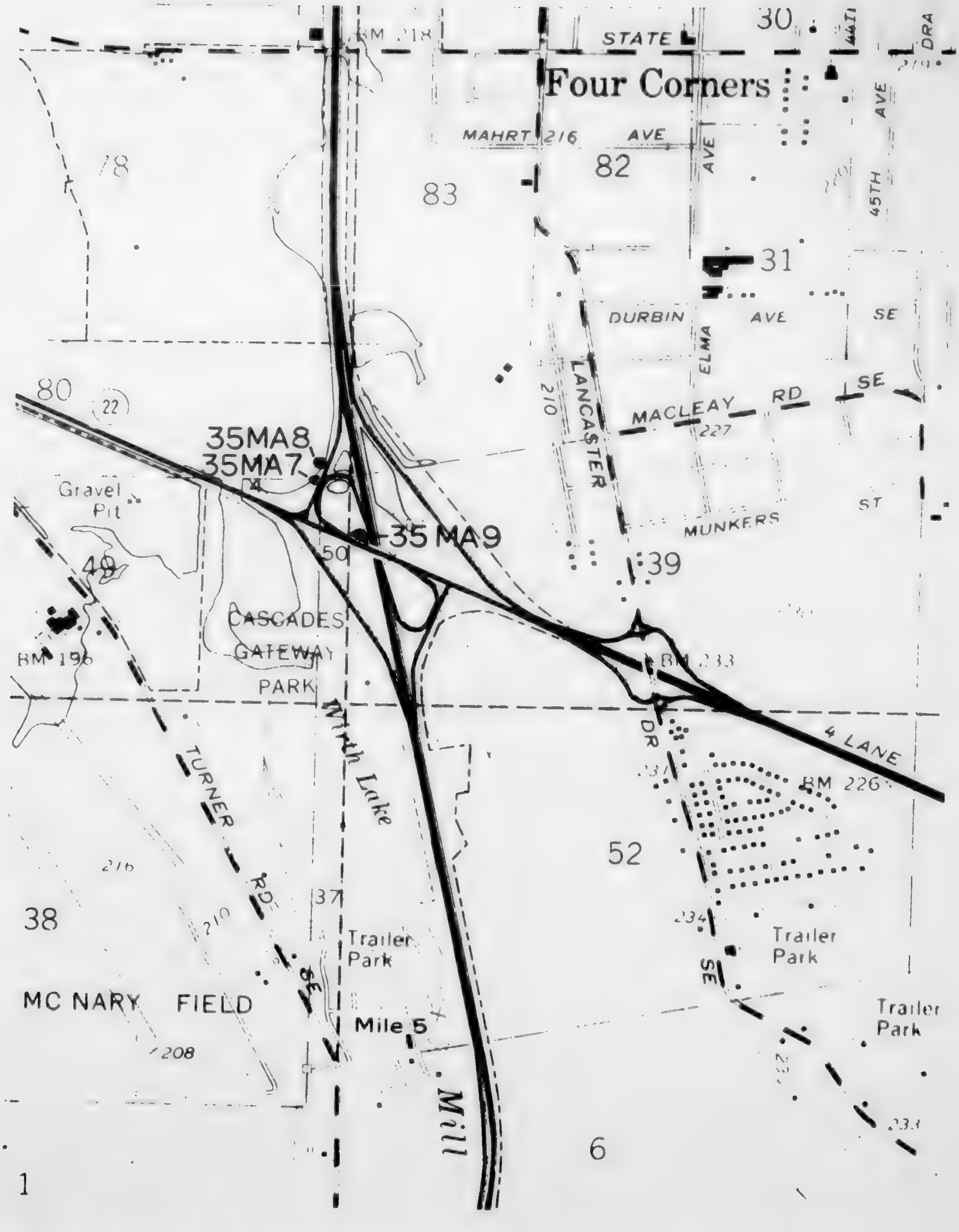
In addition, owing to the heavy vegetation cover east of I-5 and north of the North Santiam Highway, it was not possible during the initial ground survey to determine that archaeological sites did not exist there. It was thought possible that two of the three sites found west of I-5 extended east of the freeway into the heavily vegetated area. To remove this doubt, seven test holes were dug there, with the aid of a soil auger, prior to the disturbance of the area by clearing operations, thus constituting the final activities of the preliminary archaeological reconnaissance on the project.

## RESULTS OF SURVEY AND TESTING

The examination of the project area revealed the presence of three prehistoric archaeological sites, designated sites 35 MA 7, 35 MA 8, and 35 MA 9 (cf. Map 1). All three sites have been affected by the present highways. In each case the natural topography has been altered by construction of the highways, making it difficult to determine by surface examination the original sizes and configurations.

Site 35 MA 7 is located on the north bank of the now-dry unnamed stream channel adjacent to and west of the southbound off-ramp from I-5 to the North Santiam Highway. It is between highway survey stakes "B3" 158 + 18.53 P.C. and "B" 290 + 67.08 P.T. The off-ramp crosses the site. The surface deposits adjacent to the off-ramp are midden soil, and fire-cracked rock; lithic flaking debris, and a basalt unifacially flaked cobble, were in evidence.

Site 35 MA 8 is on the north bank of the now-dry, former Mill Creek channel, adjacent to and west of the southbound off-ramp from I-5 to the North Santiam Highway. It is just north of highway survey stake "B3" 158 + 18.53 P.C. The off-ramp also crosses this site, which was identified by surface traces of midden soil and fire-cracked


30
STATE
BM 218
Four Corners
MAHRT 216 AVE
AVE
AVE
45TH
DRA
78
83
82
31
DURBIN AVE
SE
ELMA
LANCASTER
210
MACLEAY RD SE
227
80
22
35MA8
35MA7
35MA9
Gravel Pit
49
50
MUNKERS ST
39
CASCADES GATEWAY PARK
BM 196
BM 233
DR
4 LANE
BM 226
TURNER RD SE
Mirth Lake
216
52
38
210
37
Trailer Park
234
SE
Trailer Park
MC NARY FIELD
Mile 5
208
Trailer Park
Mill
233
6
1

Map 1. LOCATIONS OF ARCHAEOLOGICAL SITES. *(From U.S.G.S., Salem East, Oreg. 7½ min. series, 1969.)*

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TRANSPORTATION LIBRARY

rock. Here the midden was not obvious and no flaked debris was found.

Site 35 MA 9 is located in an open grassy field adjacent to the northwest corner of the intersection of the North Santiam Highway and I-5. It is located between highway survey stakes 157 and 160. In a midden deposit in an area of approximately 50 by 100 meters, parallel to the North Santiam Highway, there was a surface scatter of debris consisting of fire-cracked rock, lithic flaking debris. Two unifacially flaked cobble tools were found during the survey. It appears that both Highway I-5 and the North Santiam Highway cross parts of the site.

Because the nature and importance of the sites could not be determined from the initial survey it was necessary to conduct limited test excavation at all three sites in order to collect interpretive data.

At site 35 MA 7, a single test unit, designated Test Pit 1, was excavated. It was 1 meter square and was located approximately 8 meters from the edge of the off-ramp blacktop. The top 14 cm., in the sod layer, contained historic debris, mostly glass. A clayey midden deposit encountered at about 23 cm. below the surface (b.s.), became increasingly darker in color with depth, until a hearth-like feature was encountered at a depth of 40-60 cm. b.s. The midden diminished below the hearth. Controlled excavation continued down to 80 cm. b.s., at which depth the soil was entirely sterile. A spade hole was dug into the bottom of the pit, down to 120 cm. b.s., without the discovery of any further cultural deposit.

The culture-bearing deposit at this site, between about 25 and 60 cm. , was quite dense, with quantitities of fire-cracked rock, flaked debris, and scattered charcoal. Artifact recovery was moderate, and 3 unifacially flaked cobbles, 2 small unifacially flaked tools, and a small bifacially worked tool were collected.

At site 35 MA 8, three test units were excavated. Test Pit 1, located about 6 meters from the off-ramp blacktop, was a 1 meter square, dug with controls for only the first 10 cm. At that point, after the recovery of only historic debris, a spade hole was dug in the center of the excavation square, down to 75 cm. b.s. Only a few flakes were found, and there was no fire-cracked rock or charcoal. Test Pit 2, consisting only of an uncontrolled spade hole, was near the edge of the dry channel bordering the site and approximately 7 meters from the off-ramp blacktop. More cultural debris was found here than in Test Pit 1, and no historic debris was found. The concentration of flakes still was quite low, however. At a depth of 35 cm. b.s., a concentration of rounded cobbles was encountered, some of which appeared to be artifacts. Included were a unifacially flaked cobble and a hammerstone, suggesting that the rock cluster may have been a cultural feature. The soil was sterile below the cobble layer. Test Pit 3 was a 1 meter square pit excavated adjacent to and just west of Test Pit 2. In this pit, which was excavated to a depth of 45 cm. b.s., the heaviest concentration of cultural debris was found between 30-40 cm. A shovel hole dug from 45 to 90 cm. produced no evidence of cultural deposits at lower elevations.

Site 35 MA 9 was tested with two 1 meter squares. Test Pit 1 was located about 30 meters west of the edge of I-5 and 7 meters from the base of the fill for the North Santiam Highway. In this square the sod zone, which contained some aboriginal cultural debris, was about 11 cm. deep. Below this was a midden deposit with a moderately high concentration of charcoal, fire-cracked rock, and flakes. One projectile point was found. The highest concentration of cultural debris occurred between 20 to 30 cm. b.s. Very little was found below 40 cm. and excavation was terminated at a depth of 44 cm. b.s. A shovel hole was dug from 44 cm. to a depth of 90 cm. but no other cultural layers were discovered. Test Pit 2 was placed 25 meters west of Test Pit 1 and 6 meters north of the base of the fill for the North Santiam Highway. Here the sod zone was 20 cm. deep, and a midden deposit about 10 cm. thick was encountered below this. In spite of the unimpressive nature of the cultural deposit, however, one projectile point was found. Controlled excavation was stopped at 40 cm. b.s., and a shovel hole was dug another 20 cm. deeper without finding further evidence of a cultural deposit.

The paucity of cultural debris in Test Pit 2 compared with Test Pit 1 suggests that the greatest concentration of the site is to be found in the vicinity of Test Pit 1 and perhaps east of that point.

In addition to testing the located sites, the thickly vegetated area along the old channel of Mill Creek just northeast of the junction of the North Santiam Highway and I-5 was tested with an auger. Seven test holes, each 20 cm. in diameter, were placed in this vicinity; hole numbers 1 to 5 and 7 between I-5 and old Mill Creek, to determine if 35 MA 9 extended over to the east side of I-5 alongside Mill Creek; and number 6 northeast of old Mill Creek close to I-5 to determine if site 35 MA 8 extended eastward from its recorded location.

The results of the auger testing were negative. None of the test holes produced any indication of a significant cultural deposit. One flake each was found in auger holes 2 and 7, and two flakes in auger hole 3. Only in auger holes 2 and 3 were there any fragments of what were possibly fire-cracked rock.

## INTERPRETATION

An examination of the photomosaic for the project suggests that originally there were two channels that dominated the drainage pattern in the immediate vicinity of the present junction of I-5 and the North Santiam Highway. The larger of the two is the old channel of Mill Creek, formerly ponded by a beaver dam (referred to in ODT 1976) just to the north of the junction of I-5 and the North Santiam Highway. This channel can be seen parallel to I-5 southeast of the junction, through the beaver pond, turning more westerly and crossing I-5 just north of the looped southbound on-ramp to I-5, then skirting the south edge of site 35 MA 8, and continuing northwesterly from there to where it empties into the re-channeled Mill Creek.

The second channel is somewhat smaller than the first. It can be seen west of I-5, running north-northwesterly, crossing the North Santiam Highway just east of the junction, through a grove of trees and brush just southeast of site 35 MA 7, crossing the northbound I-5 off-ramp and joining the channel bordering site 35 MA 7, paralleling old Mill Creek until it finally becomes lost in the brush to the west of the site. This channel shall be called Lost Creek for purposes of reference.

Archaeological sites in the Willamette Valley are often associated with small stream channels. In the present situation, site 35 MA 8 is seen to have been situated on the north bank of old Mill Creek, and 35 MA 7 located on the north bank of Lost Creek. The location of site 35 MA 9 is uncertain. If the concentrations of cultural debris increases from west to east, as indicated by the two test squares, then the site probably is associated with old Mill Creek, rather than with Lost Creek. It seems likely that site 35 MA 9 originally was quite large, but a great deal of it was destroyed by the construction of I-5 and the North Santiam Highway. The auger hole testing, however, showed that the concentrated cultural deposits did not extend to the east of I-5.

The only suggestion of the age of the sites from the preliminary investigations, comes from the comparative analysis of two projectile points from site 35 MA 9. Both are stemmed points; one has a narrow neck and could have been manufactured some time within the last 2000 years, and the other has a broad neck and is possibly 1000 to 3000 years old.

## RECOMMENDATIONS

The following recommendations are made with respect to both known and unknown archaeological resources in the project area:

1. Site 35 MA 7 appears to be a significant site, promising concentrations of cultural debris and sufficient site structure to contribute to Willamette Valley archaeology. It is therefore recommended that the site be excavated, or that it be entirely protected from impact. It is estimated that a sufficient sample would be obtained from the site if a total area of 36 square meters were excavated. It is estimated that this would require 72 man-days of excavation time.

2. Site 35 MA 9 also appears to be a significant site, from which excavations would be expected to produce significant samples and data. It is recommended that the site be excavated, or that it be entirely protected from destruction. A total excavated area of approximately 50 square meters would be required to produce a significant sample. It is estimated that, 75 man-days of excavation time will be required.

3. Based on the low density of cultural debris found at site 35 MA 8 compared to sites 35 MA 7 and 35 MA 9, excavation would be of lower priority in view of the time and expense it would take to obtain a large enough sample to properly interpret the site. Therefore, no further excavation is recommended for this site, if the other sites are excavated.

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8389 Gatch St. @ E. Lincoln St. 1976
(Woodburn) Sec.
(Grading & paving)

C + A 5245 3-24-75

E..-

**OREGON STATE**
**HIGHWAY DIVISION**

FORM [illegible]

# HIGHWAY DIVISION INVOICE

5L

**NO. 125514**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 11-27-78 | CC 1912 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 324-1984-295 | $878.46 |
| 324-2515-295 | 303.61 |
| 324-1015-295 | 45.45 |

W00DBUC

City of Woodburn
550 North First Street
Woodburn, OR 97071

ATTN: Mr. G.S. Tiwari, Public Works Dir.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING per attached itemized statement:<br>Urban System Project M-5281(1)<br>Gatch Street at Lincoln Street<br>City of Woodburn<br>Covered by Agreement dated 10-30-74<br>Contract No. 8389 | | | |
| TOTAL COST | | | $38,597.25 |
| Less Federal Aid funds collected | | | 28,811.45 |
| Less State share | | | 4,018.28 |
| City Share | | | 5,767.52 |
| Less City advance deposits | | | 4,540.00 |
| BALANCE DUE FROM CITY | | | $ 1,227.52 |
| (Attach itemized statement to invoice) | | | |

| REF: | | | |
|---|---|---|---|
| | WOODBUC, Inv: | 1288 | $955.00 |
| | WOODBUC | 1302 | 550.00 |
| | WOODBUC | 1384 | 775.00 |

Final Billing

| | |
|---|---|
| Advance Deposit Amount | $ 4,540.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 2,260.00 |
| Balance | $ 2,280.00 |
| Transfer to Highway Fund | $ 3,507.52 |
| Refund Due | $ -------- |
| Partial or final request for billing | Final |
| Number of the previous request in connection with this service. | cc 1723 |

Amount Due . . . . . $ 1,227.52

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
G. W. Wimer

H

SP*35736

**OREGON STATE**
**HIGHWAY DIVISION**

FORM 81-[illegible]-1150

# HIGHWAY DIVISION INVOICE

NO. 125514

DATE 11-27-78

BILLING REQ. NO. CC 1912

YOUR ORDER NO.

CREDIT DISTRIBUTION

|  |  |
|---|---|
| 324-1984-295 | $878.46 |
| 324-2515-295 | 303.61 |
| 324-1015-295 | 45.45 |

W00DBUC

City of Woodburn
550 North First Street
Woodburn, OR 97071

ATTN: Mr. G.S. Tiwari, Public Works Dir.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
**OREGON STATE HIGHWAY DIVISION**
**TRANSPORTATION BUILDING**
**SALEM, OREGON 97310**

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING per attached itemized statement: |  |  |  |
| Urban System Project M-5281(1) |  |  |  |
| Gatch Street at Lincoln Street |  |  |  |
| City of Woodburn |  |  |  |
| Covered by Agreement dated 10-30-74 |  |  |  |
| Contract No. 8389 |  |  |  |
| TOTAL COST |  |  | $38,597.25 |
| Less Federal Aid funds collected |  |  | 28,811.45 |
| Less State share |  |  | 4,018.28 |
| City Share |  |  | 5,767.52 |
| Less City advance deposits |  |  | 4,540.00 |
| BALANCE DUE FROM CITY |  |  | $ 1,227.52 |
| (Attach itemized statement to invoice) |  |  |  |
| REF: WOODBUC, Inv: 1288 $955.00 |  |  |  |
| WOODBUC 1302 550.00 |  |  |  |
| WOODBUC 1384 775.00 |  |  |  |
| Final Billing |  |  |  |

FILE

Form 81-734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| | | |
|---|---|---|
| DATE<br>11-2-78 | BILLING REQ. NO.<br>cc 1912 | YOUR ORDER NO. |

CREDIT DISTRIBUTION

| | |
|---|---|
| 324-1984-297 | $ 878.46 |
| 324-2515-297 | 308.70 |
| 324-1015-297 | 2,320.36 |

**BILL TO:** Code:

City of Woodburn
550 North First Street
Woodburn, OR 97071
ATTN: Mr. G. S. Tiwari, Public Works Dir.

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING per attached itemized statement:<br>Urban System Project M-5281(1)<br>Gatch Street at Lincoln Street<br>City of Woodburn<br>Covered by Agreement dated 10-30-74<br>Contract No. 8389 | | | |
| TOTAL COST | | | $38,597.25 |
| Less Federal Aid funds collected | | | 28,811.45 |
| Less State share | | | 4,018.28 |
| City Share | | | 5,767.52 |
| Less City advance deposits | | | 4,540.00 |
| BALANCE DUE FROM CITY | | | $ 1,227.52 |
| (Attach itemized statement to invoice) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 4,540.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 2,260.00 |
| Balance | $ 2,280.00 |
| Transfer to Highway Fund | $ 3,507.52 |
| Refund Due | $ -------- |
| Partial or final request for billing | Final |
| Number of the previous request in connection with this service. | cc 1723 |

Amount Due . . . . . $ 1,227.52

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
G. W. Wimer

SP*35736

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** Nov. 13, 1978

**CITY** Woodburn **Contract No.** 8389 **Date Completed** 10-6-76

**PROJECT #** M-5281(1) **Section** Gatch St. @ Lincoln St.

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| Preliminary Engineering | $ 7,484.13 |
| Right-of-way | 2,789.17 |
| Contract Payment Summary | 23,414.74 |
| Construction Engineering | 5,312.02 |
| Liquidated Damages | (420.00) |
| Interest Paid to Contractor | 17.19 |
| TOTAL COST | $38,597.25 |
| Federal Aid funds collected: | |
| Preliminary Engineering | $ 5,797.15 |
| Right-of-way | 2,176.86 |
| Construction | 20,837.44 |
| BALANCE | $ 9,785.80 |
| Non-Participating Costs: | |
| Preliminary Engineering | 69.95 |
| Right-of-way | 5.10 |
| Construction Engineering | 1,799.81 |
| Liquidated Damages | (142.80) |
| Interest Paid to Contractor | 17.19 |
| Amount to be shared by State & City | $ 8,036.55 |
| State share 50% of $8,036.55 | 4,018.28 |
| City share " " " " | $ 4,018.27 |
| Plus non-participating costs | 1,749.25 |
| TOTAL CITY SHARE | $ 5,767.52 |

**Reference: Billing Form** cc 1912

(MEMORANDUM)

**Final Voucher**

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATI

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

*(PPM 30-6)*

| | |
|---|---|
| DO.O. VOUCHER NO. | |
| VOUCHER NO. | |
| SCHEDULE NO. | |
| APPROPRIATION | |
| PAID BY | (For use of Paying Office) |

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: M-5281(1) WOODBURN

VOUCHER PERIOD: FROM 8-12-75 TO 7-19-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED | APPROVED FOR PAYMENT *(Payee must not use this column)* |
|---|---|---|---|---|---|---|
| $38,581.34 | $36,848.00 | 78.19% | $28,811.45 | $28,811.45 | $ 0.00 | |

| RECEIVED DIVISION OFFICE | FIELD AUDIT MADE | PASSED FOR PAYMENT |
|---|---|---|
| BY DATE | BY DATE | BY DATE |

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Gatch St.-E. Lincoln St. (Woodburn)<br>Marion County | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $ 7,414.18 | |
| | Construction<br>Type Code 6201<br>Roadway (Sta. 20+17 To 23+35.39)<br>Final Contract Payment Summary | Lump Sum | | | 23,414.74 | |
| | Right of Way<br>Type Code ROW<br>State | Lump Sum | | | 2,784.07 | 26,649.75 |
| | Construction Engineering<br>State | All Required | | | 3,512.21 | |
| | Liquidated Damages<br>Final Contract Payment Summary | Lump Sum | | | (277.20) | |
| | Total Participating Cost | | | | $36,848.00 | |
| | Non Participating Items | | | | | |
| | Preliminary Engineering | All Required | | | 69.95 | 5.10 R/W |
| | Interest Paid to Contractor | All Required | | | 17.19 | |
| | Construction Engineering | All Required | | | ~~1,789.00~~ | 1,799.81 |
| | Liquidated Damages | All Required | | | (142.80) | |
| | Total Nonparticipating Cost | | | | ~~$ 1,733.34~~ | 1749.25 |
| | TOTAL COST | | | | ~~$38,581.34~~ | 38,597.25 |
| | Prepared based on participating costs as shown on federal Billing as of 5/18/78. | | | | | |
| | AMOUNT CARRIED FORWARD...... | | | | | |

TO:

Cont

734-1067 (REV

OREG

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                              324   1980     980       00 P 1          12.30              240.50            2,037.28
                                             TOT          P1          258.84              487.04           34,681.88
                                          ** JOB TOTALS **            258.84  **          487.04  **       34,681.88  **

                                                                                                               00       STATE
GATCH ST-LINCOLN ST WOODBURN  CONT NO     * FA PROJ NOS M   281001 100                                     5,797.15CR
                              324   1984  .  296       00 N 9




STATE JOB COST SUMMARY                                                      SEPTEMBER 1978         PAGE  601

                                                                                FISCAL             GRAND TOTAL
JOB OR DEPARTMENT              PREFIX        FUNCTION   GR   CURRENT MONTH    YEAR TO DATE          TO DATE
                              324   1984     298       00 N 9                                        5,797.15
                              324   1984     414       00 P 1                                          326.77
                              324   1984     901       00 P 1                                        4,320.37
                              324   1984     901       00 N 1                                           69.95
                              324   1984     905       00 P 1                                          620.23
                              324   1984     906       00 P 1                                          288.25
                              324   1984     909       00 P 1                                          159.37
                              324   1984     910       00 P 1                                          445.75
                              324   1984     913       00 P 1                                          615.78
                              324   1984     914       00 P 1                                          102.19
                              324   1984     918       00 P 1                                            6.12
                              324   1984     920       00 P 1                                           27.93
                              324   1984     921       00 P 1                                          481.34
                              324   1984     924       00 P 1                                           20.08
                                             TOT          P1                                         7,414.18 ✓
                                             TOT          N1                                            69.95 ✓
                                          ** JOB TOTALS **                  **                **     7,484.13  **

                                                                                                        00       STATE
STATE ST & LANCASTER SALEM    CONT NO       FA PROJ NOS M   615001 100                               4,221.72CR
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                              324   1994     297       00 N 9                                          956.72
                              324   1994     298       00 N 9                                            1.08
                              324   1994     901       00 P 1                                           37.82
                              324   1994     905       00 P 1                                          520.72
                              324   1994     911       00 P 1                                             .72
                              324   1994     914       00 P 1                                           49.20
                              324   1994     920       00 P 1                                          505.52
                              324   1994     921       00 P 1                                        1,115.06
                                             TOT          P1                                         1,115.06
                                          ** JOB TOTALS **                  **                **     1,115.06  **

                                                                                                        00       STATE
LANCASTR DR-CORDON RT FAUS147 CONT NO       FA PROJ NOS M   720001 100                 68.85        41,063.65CR
                              324   1996     296       00 N 9                                        3,255.00
                              324   1996     297       00 N 9                                        1,601.08
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                              324   1996     298       00 N 9                                       35,828.80
                              324   1996     901       00 P 1                                        1,556.42
                              324   1996     901       00 N 1                                          168.07
                              324   1996     902       00 P 1                                        1,780.29
                              324   1996     910       00 P 1                                        2,160.78
                              324   1996     913       00 P 1
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                                      324  2514   401    00 P 1                                                        3.920 00
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                                      3[illegible]  2514   412    00 P 1                                                          121 00
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                                      324  2514   414    00 P 1                                                          539 09
                                                  TOT       P1                                                         4.597 24
                                               ** JOB TOTALS **                      **                    **          4.597 24  **

[illegible] ST & LINCOLN (WOODBURN) CONT NO       FA PROJ NOS M   281001 100                                               00      STATE
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                                      324  2515   401    00 P 1                                                        2.000 00
                                      324  2515   405    00 P 1                                                          240 00
                                      324  2515   407    00 P 1                       4 51CR             59CR            515 73
                                      324  2515   407    00 N 1                       4.51             5.10                5 10
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                                      324  2515   414    00 P 1                                                           25 34
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[illegible] AVE(PORTLAND CONT NO       FA PROJ NOS M   776002 100 M   600002                                      00      STATE
                                      326  2548   296    00 N 9                                                      355.517 14CR
                                      326  2548   297    00 N 9                                                        6 000 00
                                      326  2548   298    00 N 9                                                      317.517 14
                                      326  2548   299    00 N 9                                                       32.000 00
                                      326  2548   401    00 P 1                                                      163 741 12
                                      326  2548   401    00 N 1                                                        5.720 00
                                      326  2548   403    00 P 1                                                       68.445.36
                                      326  2548   404    00 P 1                                                        2 682 64
                                      326  2548   405    00 P 1                                                       46 642 00
                                      326  2548   407    00 P 1                                                       22 791 05



[illegible] JOB COST SUMMARY                                                         SEPTEMBER 1978           PAGE  843

                                                                                              FISCAL          GRAND TOTAL
[illegible] OF JOB OR DEPARTMENT      PREFIX      FUNCTION   G[illegible]  CURRENT MONTH    YEAR TO DATE        TO DATE
                                      326  2548   409    00 P 1                                                        1.269 83
                                      326  2548   411    00 P 1                                                          607 64
                                      326  2548   412    00 P 1                                      17 99             3.555 41
                                      326  2548   412    00 N 1                                                          275 00
                                      326  2548   413    00 P 1                                                        1.985 84
                                      326  2548   413    00 N 1                                                               89
                                      326  2548   414    00 P 1                                                       17.577 67
                                      326  2548   415    00 P 1                                                        5.669 79
                                      326  2548   419    00 P 1                                                        7.557 00CR
                                      326  2548   420    00 P 1                                                          100 00CR
                                      326  2548   426    00 P 1                                                       12 668 87
                                      326  2548   426    00 N 1                                                       20.538 26
                                      326  2548   470    00 [illegible]                                                      1.827 [illegible]
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R/W

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                                       324    1011      298      00 N 9                                           29,550.73      76     77
                                       324    1011      299      00 N 9                                            1,016.79      78     78
                                       324    1011      915      00 P 1                                              194.07      76     77
                                                        TOT      P1                                               32,834.14
                                                        TOT      N1                                                  105.88
                                                     ** JOB TOTALS **            **                 **            32,940.0   **

 LANCASTER DR AT STATE ST      CONT NO 8350 * FA PROJ NOS M   615001 100                                                00      STATE
                                       324    1012      201      00 P 1                                           31,213.75      76     77
                                       324    1012      203      00 P 1          13.50              13.50          1,336.50CR    77     78
                                       324    1012      203      00 N 1          13.50CR            13.50CR           13.50CR    78     76
                                       324    1012      206      00 N 1                                                5.17      77     77
                                       324    1012      270      02 P 1                                              438.35      77     77
                                       324    1012      296      00 N 9          11.58CR            11.58CR       29,793.39CR    76     78
                                       324    1012      298      00 N 9          11.58              11.58         29,793.39      76     78
                                       324    1012      900      00 P 1                                            3,336.68      76     77
                                       324    1012      900      00 N 1                                               52.98      76
                                       324    1012      900      01 P 1                                            1,071.95
                                                        TOT      P1              13.50              13.50         34,724.23
                                                        TOT      N1              13.50CR            13.50CR           44.65
                                                     ** JOB TOTALS **            **                 **            34,768.88   **

 GATCH ST & E LINCOLN ST WOODB CONT NO 8389 * FA PROJ NOS M   581001 100                                                00      STATE
                                       324    1015      201      00 P 1                                           31,914.79      76     78
                                       324    1015      203      00 P 1                                              277.20CR    77     78
                                       324    1015      203      00 N 1                                              142.80CR    78     78
                                       324    1015      206      00 N 1                                               12.19      77     77
                                       324    1015      295      00 N 9                                            2,260.00      77     77
                                       324    1015      296      00 N 9                                           23,097.44CR    76     78
                                       324    1015      298      00   9                                           20,837.44      76     78
                                       324    1015      900      00 P 1                                            3,512.21      76     78
                                       324    1015      900      00 N 1                                            1,799.81      76     78
                                                        TOT      P1                                               26,649.75
                                                        TOT      N1                                                1,674.20
                                                     ** JOB TOTALS **            **                 **            28,323.95   **

CONST.


 TOTAL TO DATE JOB COST SUMMARY                                              SEPTEMBER 1978        PAGE  172

                                                                                    FISCAL         GRAND TOTAL       ACTIVE YRS
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE          REG    END

 LINCOLN ST-MAIN ST MT ANGEL   CONT NO 8565 * FA PROJ NOS OS  401001 100                                                00      STATE
                                       324    1022      201      00 P 1                                           76,942.11      77     78
                                       324    1022      206      00 N 1                                                5.57      78     78
                                       324    1022      270      02 P 1                                              124.93      77     77
                                       324    1022      296      00 N 9                                           68,942.00CR    77     77
                                       324    1022      298      00 N 9                                           56,942.00      77     77
                                       324    1022      299      00 N 9                                           12,000.00      77     77
                                       324    1022      900      00 P 1                                           14,213.94      77     78
                                       324    1022      900      00 N 1                                              271.72      77     78
                                       324    1022      915      00 P 1                                               13.91      78     78
                                       324    1022      920      00 P 1          12.14              12.14             12.14      78     78
                                       324    1022      985      00 P 1                                               27.27      77     77
```

CONST.

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                                  324    1015     203     00 P 1                                             277.20CR     77     78
                                  324    1015     203     00 N 1                                             142 80CR     78     78
                                  324    1015     206     00 N 1                                              17.19       77     77
                                  324    1015     295     00 N 9                                           2,260.00       77     77
                                  324    1015     296     00 N 9                                          23,097.44CR     76     78
                                  324    1015     298     00   9                                          20,837.44       76     78
                                  324    1015     900     00 P 1                                           3,512.21       76     78
                                  324    1015     900     00 N 1                                           1,799.81       76     78
                                                  TOT     P1                                              26,649.75
                                                  TOT     N1                                               1 674.20
                                              ** JOB TOTALS **                  **              **        28 323 95   **


TOTAL TO DATE JOB COST SUMMARY                                                 SEPTEMBER 1978         PAGE  172

                                                                                   FISCAL             GRAND TOTAL        ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION    GR  CURRENT MONTH    YEAR TO DATE        TO DATE           BEG    END

  LINCOLN ST-MAIN ST MT ANGEL   CONT NO 8565 * FA PROJ NOS 05   401001 100                                  00        STATE
                                  324    1022     201     00 P 1                                      76 942 61       77     78
                                  324    1022     206     00 N 1                                           5 57       78     78
                                  324    1022     270     02 P 1                                         124 93       77     77
                                  324    1022     296     00 N 9                                      68 942.00CR     77     77
                                  324    1022     298     00 N 9                                      56 942 00       77     77
                                  324    1022     299     00 N 9                                      12 000 00       77     77
                                  324    1022     900     00 P 1                                      14,213 94       77     78
                                  324    1022     900     00 N 1                                         271 72       77     78
                                  324    1022     915     00 P 1                                          13 91       78     78
                                  324    1022     920     00 P 1        12.14            12.14            12.14       78     78
                                  324    1022     985     00 P 1                                          27 27       77     77
```

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

9

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Marion | DIVISION<br>Oregon |
| DATE OF REPORT<br>7-18-77 | REPORT MADE BY<br>P. V. Riedl, A.E. | | PROJECT NO.<br>M-5281(1) |
| COMPLETION DATE<br>10-6-76 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1-7-77 | TIME ELAPSED<br>128 % | CONTRACT TIME<br>50 |
| APPROVED EXTENSIONS<br>5 cal. work days | LOCATION<br>Gatch St. @ Lincoln St. (Woodburn) | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## GATCH ST. AT LINCOLN ST. (WOODBURN)
## FAU 5281 (GATCH ST.)
## Grading & Paving

The project is located in Woodburn, Oregon on Gatch St..The work consisted of grading, drainage and asphalt pavement to re-align Gatch St. at Lincoln St. to provide a 34 foot curbed roadway section with 5' sidewalks on each side.

The project was satisfactorily completed on October 6, 1976.

The contract was set up for 50 calendar workdays. The contractor used 69 days to complete the project. An extension of time for 5 calendar workdays has been approved leaving 14 days of liquidated damages for a cost of $420.00

Final costs for the contract work was $23,357.01 for a 3% underrun.

COPY SENT

JUL 1 9 1977

Washington

7-20-77
cy Kenney

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>P. V. RIEDL Original signed by P. V. RIEDL | SIGNATURE<br>G. K. HOSSNER Original signed by G. K. Hossner Dist. Engineer |
| TITLE<br>Area Engr. — DATE 7-19-77 | TITLE<br>District Engineer — DATE 7-19-77 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8389

FORM APPROVED **RCS HNG-30-02**
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS**

*To be completed by Washington Headquarters Personnel*

PART A *To be completed by FHWA or State highway Personnel. See instructions on reverse.*

STATE **Oregon**
COUNTY **Marion**
FEDERAL PROJECT NO. **M-5281(1)**
URBAN **X**
RURAL

| ITEM | DESCRIPTION | UNIT | ROADWAY QUANTITY | BRIDGE QUANTITY | |
|---|---|---|---|---|---|
| | CONSTRUCTION TYPE CODES | | 6201 | | DATE STARTED<br>August 12, 1976 |
| 20 | FINAL CONSTRUCTION COST | DOL. | $22,995.00 | | DATE COMPLETED<br>October 6, 1976 |
| 21 | LENGTH OF PROJECT | MILES | 0.060 | | TOTAL NO. BRIDGES<br>0 |

PART B *To be completed by contractor. See instructions on reverse. REMARKS: Attach plain sheet of paper.*

| ITEM | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|
| 30 | LABOR | TOTAL MAN HOURS | 300 |
| 30 | LABOR | GROSS EARNINGS | $3,484.00 |
| 22 | TOTAL COST OF ALL MATERIALS AND SUPPLIES | DOL. | $ 7,918.00 |
| 9 | PETROLEUM PRODUCTS | GAL. | 320 |
| 1 | CEMENT | BBL. | 603 |
| 2 | AGGREGATES PURCHASED | TON | |
| 92 | AGGREGATES PURCHASED | CU. YD. | |
| 3 | BITUMINOUS MATERIAL | GAL. | 3,039 |
| 4 | LUMBER | THOU. BD. FT. | |
| 5 | TIMBER PILING | LIN. FT. | |
| 7 | REINFORCING STEEL | LB. | |
| 8 | STRUCTURAL STEEL | LB. | |
| 10 | EXPLOSIVES | LB. | |
| 11 | READY-MIXED CONCRETE | CU. YD. | 108 |
| 12 | PREMIXED BITUMINOUS PAVING MATERIALS | TON | 207 |
| 15 | AGGREGATES PRODUCED | TON | |
| 95 | AGGREGATES PRODUCED | CU. YD. | |
| 16 | MISCELLANEOUS STEEL | LB. | |
| 17 | FENCING | LIN. FT. | |
| 18 | GUARDRAIL | LIN. FT. | |
| 19 | BRIDGE RAIL | LIN. FT. | |
| 23 | FINAL CONTRACT AMOUNT FOR SIGNS | DOL. | |
| 24 | FINAL CONTRACT AMOUNT FOR LIGHTING | DOL. | |

CULVERT ITEMS

| ITEM | | SIZE In. | LGTH (Lin. ft.) |
|---|---|---|---|
| 6 | CORRUGATED STEEL CULVERT | | |
| 13 | CONCRETE PIPE | 12" | 60 |
| 14 | CLAY PIPE AND DRAIN TILE | | |
| 25 | CORR. ALUMINUM CULVERT | | |
| 26 | CAST IRON PIPE | | |

*Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel*

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

# INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

## GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system highway work under the direct supervision of the Federal Highway Administration and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be [illegible] data for two or more contracts [illegible] when such contracts [illegible] case of a combination [illegible] the earliest starting date and the latest completion date should be reported. When a single contract covers more than one project, one form may be prepared for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural area.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with-respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

### Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

**"Final Construction Cost"** - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

**"Length of Project."** - Report official roadway mileage and official bridge-mileage.

### Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

**Specific Instructions for the Following Numbered Items:**

**Item 1** - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

**Items 2 and 92** - Report quantity of aggregates purchased from commercial producers such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

**Item 3** - Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous materials included in Item 12.

**Item 4** - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber for fencing, guardrail and signs, and lumber purchased for use on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

**Item 5** - Report timber piling in linear feet regardless of size.

**Item 6** - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, [illegible].

**Item 7** - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units except concrete pipe [illegible].

**Item 8** - Report total number of pounds of all structural steel, steel [illegible] and steel piling.

**Item 9** - Report total number of gallons of all gasoline, diesel oil, [illegible] and grease for equipment and trucks. For conversion [illegible] factor of 7 pounds of grease per gallon.

**Item 10** - Report total number of pounds of explosives, exclusive of [illegible].

**Item 11** - Report total number of cubic yards of ready mixed concrete [illegible] quantity of concrete in purchased precast units, [illegible].

**Item 12** - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

**Item 13** - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

**Item 14** - Report, by size, total number of linear feet of clay pipe and drain tile.

**Items 15 and 95** - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

**Item 16** - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

**Items 17, 18 and 19** - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

**Item 22** - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

**Item 23** - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

**Item 24** - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

**Item 25** - Report, by size, number of linear feet of corrugated aluminum culvert.

**Item 26** - Report, by size, number of linear feet of cast iron pipe

**Item 30** - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

GPO 881-120

STATE COPY 8389

FORM APPROVED RCS HNO-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

*PPM 20-2 and PPM 40-4)*

*To be completed by Washington Headquarters Personnel*

**PART A** *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Marion
FEDERAL PROJECT NO: M-5281(1)
URBAN (X)
RURAL ( )

| ITEM | DESCRIPTION | UNIT | ROADWAY QUANTITY | BRIDGE QUANTITY (Over 20 ft.) |
|---|---|---|---|---|
| | CONSTRUCTION TYPE CODES | | 6201 | |
| 20 | FINAL CONSTRUCTION COST | DOL. | $22,995.00 | |
| 21 | LENGTH OF PROJECT | MILES | 0.060 | |

DATE STARTED: August 12, 1976
DATE COMPLETED: October 6, 1976
TOTAL NO. BRIDGES: 0

**PART B** *(To be completed by contractor ... (See instructions on reverse)) REMARKS (Attach plain sheet of paper)*

| CARD | ITEM | DESCRIPTION | UNIT | ROADWAY QUANTITY | BRIDGE QUANTITY |
|---|---|---|---|---|---|
| | 30 | LABOR — TOTAL MAN HOURS 300 — GROSS EARNINGS $3,484.00 | | | |
| CARD B | 22 | TOTAL COST OF ALL MATERIALS AND SUPPLIES | DOL. | $ 7,918.00 | |
| | 9 | PETROLEUM PRODUCTS | GAL. | 320 | |
| | 1 | CEMENT | BBL. | 603 | |
| CARD C | 2<br>92 | AGGREGATES PURCHASED | TON<br>CU. YD. | | |
| | 3 | BITUMINOUS MATERIAL | GAL. | 3,039 | |
| | 4 | LUMBER | THSD. BD. FT. | | |
| CARD D | 5 | TIMBER PILING | LIN. FT. | | |
| | 7 | REINFORCING STEEL | LB. | | |
| | 8 | STRUCTURAL STEEL | LB. | | |
| | 10 | EXPLOSIVES | LB. | | |
| CARD E | 11 | READY-MIXED CONCRETE | CU. YD. | 108 | |
| | 12 | PREMIXED BITUMINOUS PAVING MATERIALS | TON | 207 | |
| | 15<br>95 | AGGREGATES PRODUCED | TON<br>CU. YD. | | |
| CARD F | 16 | MISCELLANEOUS STEEL | LB. | | |
| | 17 | FENCING | LIN. FT. | | |
| | 18 | GUARDRAIL | LIN. FT. | | |
| | 19 | BRIDGE RAIL | LIN. FT. | | |
| CARD G | 23 | FINAL CONTRACT AMOUNT FOR SIGNS | DOL. | | |
| | 24 | FINAL CONTRACT AMOUNT FOR LIGHTING | DOL. | | |

CULVERT ITEMS

| CARD | ITEM | SIZE (In.) | LGTH. (Lin. ft.) |
|---|---|---|---|
| CARD H | 6 | CORRUGATED STEEL CULVERT | |
| CARD J | 13 | CONCRETE PIPE | |
| | | 12" | 60 |
| CARD K | 14 | CLAY PIPE AND DRAIN TILE | |
| CARD L | 25 | CORR. ALUMINUM CULVERT | |
| CARD M | 26 | CAST IRON PIPE | |

*Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel*

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

**OREGON STATE HIGHWAY DIVISION**

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: City of Woodburn
270 Montgomery St.
Woodburn, Oregon 97071

Attention of Mr. G. S. Tiwari, Director
Department of Public Works

Request No. (assigned by staff engineer or head of section) CC-17~~[illegible]~~ 23

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit for Construction $3,035.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of advance deposit for construction of Gatch St.- at Lincoln St., FAU 5281. Covered by agreement dated 3/24/75. | | 2,260.00 |
| | | To Be Retained | | $ 775.00 |
| | | Acct. Ref. WOODBUC 001384 ACT | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $3,035.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1015-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8389

January 17, 1977

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On January 10, 1977, we wrote to you concerning release of final payment on Contract No. 8389 awarded to Salem Road & Driveway Company for work on Gatch Street at E. Lincoln Street in Woodburn on FAU 5281 in Marion County.

Final payment on this contract is $1,322.22 and the total contract amount is $22,994.74 including $57.73 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8389

January 10, 1977

Salem Road & Driveway Company
P. O. Box 603
Salem, OR  97308

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8389 for work on Gatch Street (FAU 5281) at E. Lincoln Street in Woodburn, in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of five days is granted for excessive time (beyond 20 days) in submitting the contract to you. This will leave 14 days' liquidated damages in effect at $30 per day.

Rainfall is not a valid reason, as the weather was not so severe as to qualify as an "Act of God" under our specifications. We note there were many good weather days on which there was no activity on the project.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1977

FILE: CON 5 #8389

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Gatch St. @ Lincoln St. (Woodburn)
Contract No. 8389
Request for Time Extension

Herewith a request from Salem Road & Driveway Company for 25 days time extension because of rain in August and September. The contractor cites the Salem rainfall data for August and July compared to normal.

The Resident Engineer has made a detailed analysis of the activity and weather through the life of this job and I note that he lists only 4 days of rain during August, after the contractor started the project, and that the contractor actually worked on three of these days. There were many more apparently good weather days in which there was no activity at all on the part of the contractor. Some pertinent dates on this project are -

| | | |
|---|---|---|
| Bids opened | 6-24 | (4 bidders) |
| Contract sent | 7-19 | (25 days later; required City approval and deposit, plus FHWA concurrence in a 14.9 per cent over estimate bid) |
| Contract time started | 7-30 | (50 days allowed) |
| Work started | 8-12 | (32 per cent of time elapsed) |
| Project completed | 10- 6 | (19 days liquidated damages at $30 per day) |

There are several intervals of up to a week in length during the life of the project when there was no activity on the part of the contractor. Work was performed on 20 days which factored for weekends would amount to 28 elapsed days to do the project. There are no extra work orders of significance. I doubt that the weather was so severe as to qualify as an "Act of God" under our specifications. Even though the August rainfall was three times the normal, it was still only 1.89 inches.

The Region recommends 6 days for alleged delay in advising the contractor of a decision to remove some defective curb. I note, though, that it was another 7 days before the contractor started the corrective work, so it is not apparent that this was really a delay to the project (if this reason were valid, it would probably have to be nonparticipating). The Resident Engineer recommends 4 days on basis of a theoretical schedule and actual weather, but disregards the first 5 days of contract time.

After reviewing this request and the recommendations and project record, the only extension that I can sanction is 5 days for the excessive time in submitting the contract to the contractor. Extension for this is valid under our specifications and is ordinarily done. I recommend extension for this 5 days only, which will leave 14 days liquidated damages in effect. Engineering is overrun 100 per cent. This is an Urban Federal-aid project and the recommended extension can be granted participating under delegated authority. A rough draft letter to the contractor and our complete file are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8389 Contractor Salem Road & Driveway Co.

Highway FAU 5281 (Gatch St.)

Section Gatch St. at E. Lincoln St. (Woodburn)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~**DENIED**~~ or **GRANTED.** The reasons for such recommendation are as follows:

(See attached)

Construction Section:
Recommend 5 days time extension of contract time because of excessive time for submitting the contract to the contractor. This will leave 14 days liquidated damages in effect.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8389

Project designation M-5281(1)
State-Federal

Date awarded July 19, 1976

Work started August 12, 1976

Per cent completed 100 October 6, 1976
Date

No. of Workdays Allowed 50

No. of Workdays Used 69

No. of Added Workdays Requested 19

State Printing 37939

E- 320 (Rev ) -5M 5-60

RECEIVED
SEP 24 1976
SALEM ROAD & DRIVEWAY CO.

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date 9/21/76, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 75 days, within which to complete our Contract No. 8389, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See request dated 9/3/76. Continued rain during the balance of September 1976 has caused delays in the work.

Respectfully submitted,

SALEM ROAD & DRIVEWAY CO.
Contractor

By George A. Lindahl
George A. Lindahl, Sec.

## CONSENT OF SURETY

Date 9/23, 19 76

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Marjorie J. Berg
Attorney-in-fact
Marjorie J. Berg
VICTOR S. RISLEY CO. (SEAL)

By: Philip R. Meaney
Resident Agent
Philip R. Meaney
804 Board of Trade Bldg.
Portland, Ore. 97204

RECEIVED
SEP 27 1976
RESIDENT ENGINEER

(Rev. 3-72)

**OREGON STATE HIGHWAY COMMISSION** Informational Only

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date 9/3/76, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 63 days, within which to complete our Contract No. 8389, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: August 15 thru August 21, 1976. The month of August 1976 had a total rainfall of 1.89 inches recorded at the Salem Weather Station. Normal rainfall for August is .57 inches. The heaviest 24 hour period was recorded between August 14 and August 15, 1976 and totaled .64 inches with .41 inches recorded on August 15th. Also rainfall for the month of July recorded .67 inches which is .32 inches above normal.

Respectfully submitted,
SALEM ROAD & DRIVEWAY CO.
Contractor

By George A. Lindahl
George A. Lindahl, Secretary

## CONSENT OF SURETY

Date Sept 7, 1976

We, ST. Paul Fire & Marine Insurance Co, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Geo. M. Dietzman
Attorney-in-fact

VICTOR S. RISLEY CO.

Resident Agent

(SEAL)

8389

1889

# CITY OF WOODBURN

550 North First Street Woodburn, Oregon 97071 981-5020

Department of Public Works

October 29, 1976

C. O. Fredrickson
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Fredrickson:

The completion of the realignment of Gatch Street is indeed an asset to the street system of the City of Woodburn. We have reviewed all the specifications and requirements of the City as related to this project and find the project in conformance.

The project is hereby accepted and all further maintenance of Gatch Street will be performed by the City of Woodburn.

Sincerely,

G S Tiwari

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
K. D. Wolfe, Res. Engineer

RECEIVED
NOV 1 1976
RESIDENT ENGINEER

cc: Construction
City / County
Secretary ✓

8389

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Gatch St. at E. Lincoln St. (Woodburn)

October 16, 1976

SECTION PREFIX 324-1015

HIGHWAY FAU 5281 (Gatch St.)

COUNTY Marion

NAME OF JOB Gatch St. at E. Lincoln St. (Woodburn)

KIND OF WORK Grading & Paving

CONTRACTOR Salem Road & Driveway

CONTRACT NUMBER 8389

FEDERAL AID PROJECT NUMBER 5281(1)

DATE OF CONTRACT July 2, 1976

DATE WORK STARTED August 12, 1976

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS 50

WORK DAYS USED 69

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 138

PROJECT AUTHORIZATION $ 27,592.10

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING $ 25,182.31

ENGINEERING AUTHORIZATION $ 2,409.79

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 22,900.00

ENGINEERING COST TO DATE $ 4,800.00

DATE PROJECT WAS COMPLETED: October 6, 1976

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 9 %

PERCENT OF AUTHORIZATION 199 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | 100 | 100 | 100 | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.06 | | | | 0.06 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.06 | | | | 0.06 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 550 CY | | | | 190 TONS |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 518 CY | | | | 202 TONS |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| OCTOBER SUNDAY 10 | Showers | | | |
| MONDAY 11 | Fair | | | |
| TUESDAY 12 | " | | | |
| WEDNESDAY 13 | " | | | |
| THURSDAY 14 | " | | | |
| FRIDAY 15 | " | | | |
| SATURDAY 16 | ? | | | |

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 19 1976
CONSTRUCTION
SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-Final will be submitted on 10/22/76.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe
K.D. Wolfe
LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

835                                                                                                   75

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-89 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Marion |
| MODIFICATION NUMBER<br>1 | | Project Number<br>M-5281(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 28, 1975, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 5,750 | $ 39,507 |
| Federal funds | $ 4,495 | $ 30,815 |
| Other revisions | | |

This modification is made for the following reasons:

To include authorized right of way and contract for construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By ______________________

______________________
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, August 6, 1976

Federal-Aid Project
No. M-5281(1)

Gatch Street-E. Lincoln St. (Woodburn)
FAU 5281 (Gatch St.)
Marion County

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 8,000.00 |

Type Code R/W

| | | | |
|---|---|---|---|
| Right-of-Way | All Required | | 5,000.00 |

Type Code 6201
Roadway (Sta. 20+17 to Sta. 23+35.39)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | 1,400.00 |
| Temporary Signs | 60 sq.ft. | 3.00 | 180.00 |
| Temporary Barricades | 4 only | 200.00 | 800.00 |
| Flagmen | 40 hour | 15.00 | 600.00 |
| Removal of Structures and Obstructions | All Required | | 385.00 |
| Embankment in Place | 550 cu.yds. | 5.35 | 2,942.50 |
| Watering | 16 M-gals. | 15.00 | 240.00 |
| Aggregate Base | 520 tons | 7.65 | 3,978.00 |
| Class "B" or Class "C" Asphalt Concrete | 190 tons | 21.40 | 4,066.00 |
| 12-inch Sewer Pipe | 48 lin.ft. | 19.80 | 950.40 |
| Concrete Inlets, Type CG-1 | 2 only | 385.00 | 770.00 |
| Concrete Walks | 320 sq.yds. | 10.15 | 3,248.00 |
| Concrete Driveways | 30 sq.yds. | 12.10 | 363.00 |
| Concrete Curbs | 40 cu.yds. | 88.00 | 3,520.00 |
| Extra for Asphalt Surfacing | 90 sq.yds. | 3.00 | 270.00 |
| Reconstructing Concrete Manholes | 1 only | 385.00 | 385.00 |
| | Subtotal | | $24,097.90 |
| | Engineering | | 2,409.10 |
| | Total | | $26,507.00 |

Length of Project - - - - - - - - - - 0.060 Mile

Cost of Roadway Per Mile- - - - - - - $658,450.00

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| P.E. | $ 8,000.00 | $ 6,240.00 | $ 880.00 | $ 880.00 |
| Right-of-Way | 5,000.00 | 3,900.00 | 550.00 | 550.00 |
| Roadway | 26,507.00 | 20,675.00 | 2,916.00 | 2,916.00 |
| Total | $39,507.00 | $30,815.00 | $4,346.00 | $ 4,346.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8389 |
| Prefix No. | 324-1015 |
| Prefix No. P.E. | 324-1984 |
| Prefix No. R/W | 324-2515 |

Form Approved; O.M.B. No. 04-R2089

*TO BE COMPLETED BY FHWA*
MONTHLY TRANSACTION NO.
9-21

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FEDERAL-AID PROJECT AGREEMENT

STATE: Oregon
COUNTY: Marion
PROJECT NO.: M-5281(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street, Gatch Street in Woodburn

| PROJECT CLASSIFICATION OR PHASE OF WORK | | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | | ▨ |
| PRELIMINARY ENGINEERING | Field Work | 8-12-75 | 0.08 |
| RIGHTS-OF-WAY | | | ▨ |
| CONSTRUCTION | | | |

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 5,750 | $ 4,495 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Assistant State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
*(Division Engineer)*
for: G. L. Green

Date executed by Division Engineer AUG [illegible]

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 22, 1975

Federal Aid Project
No. M-5281(1)

Gatch Street @ Lincoln Street (Woodburn)
City Street in Marion County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 5,750.00 |
| | Total | $ 5,750.00 |

Length of Project - - - 0.08 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| P.E. (Field Work) | $5,750.00 | $4,495.00 | $627.50 | $627.50 |
| Retain in Program PS & E Preparation | 3,000.00 | 2,345.00 | 327.50 | 327.50 |
| Total | $8,750.00 | $6,840.00 | $955.00 | $955.00 |

Group 1 - 100%

Prefix 324-1984

Jans

July 6, 1976

Mr. Max L. Pope
City Manager
City of Woodburn
550 N. First Street
Woodburn, Oregon 97071

Dear Mr. Pope:

The Highway Division opened bids June 29, 1976 on the Gatch Street at Lincoln Street Urban System Project M-5281(1). Four bids were received and the low bid was submitted by Salem Road and Driveway Company of Salem. Their bid exceeded our engineer's estimate by approximately 14.9 percent; however, due to the number of bids received and the size of the project, we are recommending award of the contract to the low bidder. If you concur please submit an advance deposit for the city's share of the project.

The anticipated construction cost based on the low bid is as follows:

| | |
|---|---:|
| Contractor's Bid | $24,097.90 |
| Contingencies (4-1/2%) | 1,084.41 |
| Engineering (10%) | 2,409.79 |
| | $27,592.10 |

City's Estimated Share:
11% of $27,592.10 = $3,035.13

Advance Deposit = $3,035.00

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Please make your check in the amount of $3,035.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, 2960 State Street, S. E., Salem 97310.

Very truly yours,

GEZ

Richard Unrein
Urban Engineer
County-City Unit

GEZ:sch

bc w/att: Phil Stearns--Upon receipt of city's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit No. AD-216 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

81-734-1382

AD-216

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

**ACCOUNTING ONLY**
Reference __________
Invoice No. __________
Date Recd. __________

CARD 1

Depositor City of Woodburn

Amount $3,035

Section Responsible for Monitoring Project Region 2

Estimated Completion Date 9-1-76

CARD 2

Purpose Construction Advance Deposit for Urban System Project

Other Information (File #, FA Project, etc.) M-5281(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other __________

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 324-1015 PE Prefix __________
(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks Gatch Street at Lincoln Street, FAU 5281

Prepared by Gary E. Zehner Date 7-2-76
Gary E. Zehner

AD-216

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building

**ACCOUNTING ONLY**
Reference __________
Invoice No. __________
Date Recd. __________
Deposit Amt. __________

Depositor City of Woodburn

Remarks Construction advance deposit for Gatch Street at Lincoln Street project M-5281(1)

Received by __________

Form 81-734-1382

F-581

PRO 6-2

July 2, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Gatch St. at E. Lincoln St.
(Woodburn)
Oregon Project No. M-5281(1)
Marion County

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on June 24, 1976 with Salem Road and Driveway Co. submitting the low bid in the amount of $24,097.90, which is $3,125.90 or 14.9% above the Engineer's estimate of $20,972.00. There were three other bids submitted in the amounts of $28,695.00, $29,550.00 and $31,384.00.

Our review of the low bid reveals that no one item or group of items make up the increase over our estimate but rather an overall increase indicating an inflating price structure. Therefore, we believe our estimate was too low.

The project was advertised for three weeks and received a normal response of four bids from reputable qualified contractors. We consider the low bid to be reasonable and that the contract should not be delayed because the low bid is $3,125.90 over our Engineer's estimate. Further, our administrative cost for readvertising could negate any savings we might receive.

DAR:bb

cc: E. S. Hunter
J. H. Versteeg
D. E. Swan

8289.

15

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 11, 1976

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 24 Bid Letting

TO: FILE

Bids will be opened June 24 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Evergreen Creek Bridge Section
FAP RS-477(4) (2 mi. S. of Philomath)
Benton County

   Grading, paving and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. SE King Rd-SE Harmony Rd Section
FAU 0495 (Linwood Ave, Milwaukie)
Clackamas County

   Grading and paving

   Class III bikeway to be provided.

3. Stump removal project, various county roads
FAP SRS-000S (43)
Clackamas County

   Clearing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

4. Cape Arago Hwy-Central Ave Section
Empire-Coos Bay Highway, FAP HHS-2680(1)
Coos County

Illumination

Same as No. 3.

5. Powers (Fir St) Section
Coos County

Paving

City requests that footpaths and bicycle trails not be established under this project as per ORS 366.514, subsection 2(c) which states that "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths or trails."

6. Rock Cr-Steamboat Section
Umpqua Hwy, FAP RS-14(13)
Douglas County

Grade, pave, guardrail

Same as No. 1

7. Forest Boundary-Little Beach Cr Section
Pendleton-John Day Hwy, FAP RF-182(8)
Grant County

Paving

Same as No. 1

8. Reuben Cr-Rock Cr Section
Lower Graves Cr Rd, FAS 17-100
Josephine County

Grade & base

Same as No. 1

9. Carol Ave-Maxwell Rd. Section
Prairie Rd., FAP M-1375(1)
Lane County

Grade, pave, signals

Five-foot footpath will be provided.

10. Woodburn Intchge-Hayesville Intchge Section
Pacific Hwy, FAP I-5-5(65)260
Marion County

Landscaping

Same as No. 3

11. 25th St-SE Lancaster Dr Intchge Section
North Santiam Hwy, Mission St. SE, FAP M-1560 & US265(14)
Marion County

Grade, pave, structure, signing, illumination, signals, landscaping

Bikeways are not provided on this section.Under conditions set forth in Section 2(2)(c) which states, "Where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails.", a bikeway would not be required. A parallel facility exists on State Street. A 5-foot sidewalk will be provided on the north side of Mission Street.

12. Gatch St at E. Lincoln St (Woodburn)
FAU 5281
Marion County

Grade, pave

Five-foot sidewalks will be provided.

13. Hubbard (5th St) Section
City Street
Marion County

Grade, pave

Same as No. 5.

14. Gervais (1st, 2nd, 4th Sts) Section
    City Streets
    Marion County

    Grade, pave

    Same as No. 5.

15. Champoeg State Park
    Marion County

    Building

    Same as No. 3.

16. NE Sandy Blvd at NE 181st Ave.
    Northeast Portland Hwy, FAP HHS-201(5)
    Multnomah County

    Traffic signals

    Same as No. 3

17. Troutdale (SE 6th St) Section
    City Street
    Multnomah County

    Grade, pave

    Same as No. 5. Future curb and sidewalk construction by others.

18. Deadmans Pass Safety Rest Area
    Old Oregon Trail Hwy, FAP I-80-N-6(62)228
    Umatilla County

    Water supply system improvement

    Same as No. 3

19. Catherine Creek Bridge Section
    FAS 205
    Union County

    Grade, pave, structure

    Same as No. 1.

20. North Plains (Lenox Ave) Section
City Street
Washington County

Grade, pave

Same as No. 5.

21. W Elm Ave-Hermiston City Limits (NW Butter Cr Rd)
FAP SRS-000S(42)
Umatilla County

Grade, pave

Same as No. 1.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

faus
324-1984

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-5281(1)
Project Name Gatch Street at Lincoln Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Woodburn, Oregon, this 15 day of April, 1976

City of Woodburn

Ralph E. Pickering
Mayor

City Recorder

5-24-76
COPIES TO:
J.R. OAKES
D.E. SWAN
C.T. KEASEY
J. CHIDSEY

RECEIVED
COUNTY & CITY SECTION
MAY 18 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ____
Rev. 1/76

**TRANSMITTAL SLIP** DATE 4-15-76

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
PARKS
PERMITS & WE
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION 2

ATTENTION: Phil Stearns

FROM: Gary Zehner

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL
☐ PREPARE REPLY FOR MY SIGNATURE
☑ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Please request $550 R/W ADV. DEP. from City. When Check is received attach 1 copy of AD186 & Submit direct to Finance Br.
GEZ.

FORM 81-734-3100 SP*10283-734

---

AD 186
FAUS

Highway Division

OF ADVANCE DEPOSIT

**ACCOUNTING ONLY**
Reference ____________
Invoice No. ____________
Date Recd. ____________

____________

____

ject Region 2

6 ____

t on Gatch St.

etc.) M-5281(1)

bmitted by Responsible Section -

(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ____________

CARD 2

B. Billing Made by Finance Branch Based Upon Contract Payments -

Construction Prefix ____________ R/W Prefix 324-2515

(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks Gatch Street at Lincoln Street, FAU 5281
City of Woodburn

Prepared by Gary E. Zehner Date 4/15/76
Gary E. Zehner

---

AD 186

## NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building

**ACCOUNTING ONLY**
Reference ____________
Invoice No. ____________
Date Recd. ____________
Deposit Amt. ____________

Depositor City of Woodburn

Remarks R/W Adv. Dep. for Gatch St.
at Lincoln St., M-5281(1)

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ SE ☐ RPE ☐

Received by ____________

Form 81-734-1382

U. S. DEPARTMENT OF TRANSPORTATIO  FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M 281(1)

STATE PROJECT NO.
Gotch St-Lincoln St

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-46

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
4/9/76

FEDERAL ROUTE NUMBER
FAU Route 5281

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
City Street - Gotch Street in Woodburn

GENERAL DESCRIPTION OF WORK:
Program Change (adding ROW and Construction including Utility preparatory work and adjustments

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $3,000, Federal Funds $2,345.

☐ OTHER *(Specify)*

File #48915 at a total estimated cost of $5,000, Federal funds $3,900.
☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8/12/75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/29/75 letter I approve the program change adding right of way, construction, utility preparatory work, and adjustments for revised estimated program amount of $53,750, Federal funds $41,940.

You are now authorized to proceed with the work as shown above. Federal participation of Right of Way is limited to that ROW actually incorporated in the final location of the project.

DATE
4/9/76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner fr

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70)  EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970 831-558

PRO 6-2

March 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Change
Project No. M-5281(1)
Gatch Street at Lincoln Street
(Woodburn) Section

We hereby request your approval of a program change on the subject project to include in the character of proposed work acquisition of right of way and construction as indicated on the attached PR-9 forms.

We further request your concurrence that the right of way required is non-significant which under Oregon Action Plan procedures (Category 3 Project) does not require the holding of a Public Hearing. At the time of the original program submission it was anticipated that a greater amount of right of way would be required which would involve several property owners and that a hearing would be offered. Further development now shows the right of way required to be less than originally anticipated with only one property owner involved with no relocation. If you concur that the right of way is non-significant would you make the following changes on the back of the original program document.

Public Hearings--None required under Oregon Action Plan (Category 3 Project).

We further request, concurrent with approval of the above requested actions, the following:

(1) Authorization to proceed with preliminary engineering necessary to obtain P.S. & E. approval at an estimated cost of $3,000 with an obligation of $2,345 in federal funds.

(2) Authorization to proceed with the actual acquisition of the right of way required as outlined in red on the enclosed sketch map.

CL:md

Encl.

cc: J. R. Oakes
C. O. Fredrickson (Region 2)
R. Unrein
D. E. Swan

| | |
|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-9 (REV. 4-61) |
| DATE SUBMITTED TO W.O. | |

Budget Bureau No. 41-R2068;
U.S.

## REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

| CARD | REPORT NUMBER | PROJECT LOCATION (45 typewriter spaces) | ADT | | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| 2 | | City St., Gatch St. in Woodburn | | 850 | 1,350 | 95 | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK (35 spaces) | NATL. FOREST | FH ROUTE NO | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR | PREFIX LETTER(S) | NUMBER-AGR. N |
|---|---|---|---|---|---|---|---|---|---|---|
| 3 | P.E. ROW G., Dr., H.T. pave. | | | | | | | | M- | 5281 (1) |

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

| CARD | | |
|---|---|---|
| 4 | CLASS OF FEDERAL FUNDS [1]: Urban System | COUNTY NAME: Marion |
| | NAME OF URBAN AREA: Woodburn | F.A. SYSTEM: Urban; RTE NO.: U; FEDERAL AID: 5281; STATE: City S |

| CARD 5 | LINE NO. | CHNG CODE | PROJECT COUNT | CL | WORK TYPE | STEP | STATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | TOTAL COST | FEDERAL FUNDS | STATE FUNDS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | 16 | 41 | 42 | 43 - 46 | 53 | | | | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE<br>TOPICS<br>ROW<br>CONST | | ITEM AS NOW PRO-GRAMED<br>Stage 2 | 46 | M-5281(1) | City St.; Gatch Street in Woodburn.<br>"Gatch St. at Lincoln St. (Woodburn) Section" | 0.08 | 8,750 | 6,840 | 955(City)<br>955 | P.E. a |
| | | | | | | | | | | PROJECT TOTAL | 0.08 | 8,750 | 6,840 | 1,910 | |
| 5 | | | | | PE<br>TOPICS<br>ROW<br>CONST<br>6201 | | RE-QUESTED REVISION<br>Stage 2 | 46 | M-5281(1) | Same as above. | 0.06<br>0.06<br>0.06 | 8,750<br>5,000<br>40,000 | 6,840<br>3,900<br>31,200 | 955(City)<br>955<br>550(City)<br>550<br>4,400(City)<br>4,400 | P.E. a<br>acquis<br>Gr.,Dr<br>curbed<br>side a<br>require |
| | | | | | | | | | | PROJECT TOTAL | 0.06 | 53,750 | 41,940 | 11,810 | |

PROJECT COST

| CARD | | |
|---|---|---|
| 1 | A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐ |
| 1 | COLUMN 14 ⟶ CODE 11 | CODE 2 |

REASON FOR CHANGE: To include acquisition of right of way and construction in the

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

| DATE OF INITIAL APPROVAL: August 12, 1975 | PROGRAM REVISION REQUESTED | RECOMMENDED | APPROV |
|---|---|---|---|
| OTHER: August 28, 1975 | DATE: March 29, 1976 | DATE | DATE |
| | SIGNATURE | SIGNATURE | SIGNATURE |
| | Project Management Engineer | TITLE | TITLE |

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

| (45 typewriter spaces) | ADT | | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN. CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| tch St. in Woodburn | | 850 | 1,350 | 95 | 10 | Oregon | 41 | W32 | 46 |

| | NATL. FOREST | FH ROUTE NO | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR | PREFIX LETTER(S) | NUMBER-AGR. NO. | POST MI. MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FOR MISCELLANEOUS FUNDS ONLY | | | | | | PROJECT NUMBER | | I PROJECTS ONLY | |
| ve. | | | | | | | | M- | 5281 (1) | | |

| | COUNTY NAME | CODE |
|---|---|---|
| stem | Marion | 047 |

| F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE | U.S. |
|---|---|---|---|---|
| Urban | U | 5281 | City St. | ---- |

| ATUS | ITEM NUMBER | PROJECT NUMBER | TERMINI | MILES | PROJECT COST TOTAL COST | FEDERAL FUNDS | STATE FUNDS | CHARACTER OF PROPOSED WORK |
|---|---|---|---|---|---|---|---|---|
| TEM S OW RO- AMED age 2 | 46 | M-5281(1) | City St.; Gatch Street in Woodburn.<br>"Gatch St. at Lincoln St. (Woodburn) Section" | 0.08 | 8,750 | 6,840 | 955(City)<br>955 | P.E. all phases. |
| | | | PROJECT TOTAL | 0.08 | 8,750 | 6,840 | 1,910 | |
| RE- ESTED VISION age 2 | 46 | M-5281(1) | Same as above. | 0.06<br>0.06<br>0.06 | 8,750<br>5,000<br>40,000 | 6,840<br>3,900<br>31,200 | 955(City)<br>955<br>550(City)<br>550<br>4,400(City)<br>4,400 | P.E. all phases, ROW acquisition all phases, Gr.,Dr., H.T. pave. 34' curbed st. 5' sidewalk each side adjustment of utilities required incl. prep. work. |
| | | | PROJECT TOTAL | 0.06 | 53,750 | 41,940 | 11,810 | |

Yes ☐ | PROJECT WITHDRAWN YES ☐
E 11 | CODE 2

REASON FOR CHANGE: To include acquisition of right of way and construction in the project.

cts. Prepare a form PR-1 for all

| PROGRAM REVISION REQUESTED | RECOMMENDED | APPROVED |
|---|---|---|
| DATE March 29, 1976 | DATE | DATE |
| SIGNATURE | SIGNATURE | SIGNATURE |
| Project Management Engineer | TITLE | TITLE |

ct to another, or covers joint financing, show both classes of funds involved.

E AFTER 7-1-61

USCOMM-DC 40003-P61

## GATCH ST. AT LINCOLN ST. (WOODBURN) SECTION

## PROJECT NO. M-5281(1)

### Reason for change (Continued)

### Revise Project Data as Follows:

(1) Preliminary engineering all phases including P.E. by utility forces.

(2) Right-of-Way Acquisition, all phases.

(3) Grade, drain, high-type pavement necessary to realign Gatch Street at Lincoln Street to provide for a basic 34-foot curbed roadway section with 5-foot sidewalks each side for 2-12-foot travel lanes with parking on one side and adjustment of utilities.

### Data for PR-37:

| | |
|---|---|
| Preliminary Engineering--Field Work | $ 5,750 |
| P.S. & E. Preparation | 3,000 |
| Total | $ 8,750 |
| Right-of-Way, No relocation involved | $ 5,000 |
| Type Code 6201 | 40,000 |

8389 15

OREGON STATE HIGHWAY DIVISION
Location Section

| | | | |
|---|---|---|---|
| Section: | Gatch Street | Date | March 16, 1976 |
| Highway: | F.A.U. 5281 | Traffic Coefficient | 5.0 |
| County: | Marion | 18 kip s.a. per day | 3 |
| Prefix: | 324-1984 | R value | 7 |
| Res. Engr: | C. Lehman | Frost Penetration | - - - |
| | | CBE Total Requirement | 16.5" |

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Application) | 3.0 |
| 3.0" | A.C. | 6.0 |
| 8.0" | A.B. | 8.0 |
| 12.5" | | 17.0 |

NOTED
E. S. HUNTER

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
MAR 18 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Woodburn
FAUS

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 15, 1976

FILE:

FROM: Adele L. Egan
R/W Office Manager

TO: Rod Henry
R/W Supervisor

SUBJECT: File 48915
Gatch Street at East Lincoln Street (Woodburn) Section
City Street
Marion County

Attached you will find one original option form in sextuplet to be acquired in connection with the Gatch Street at East Lincoln Street (Woodburn) Section, a city street in Marion County. This contract is scheduled for letting on June 24, 1976.

The Project Number has not been assigned.

Do not appraise or negotiate until notified by John Oakes.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of March 11, 1976.

We are attaching three prints of map 1R-4-602 covering this area and bearing our date of March 12, 1976.

| File No. | Name | Area |
|---|---|---|
| 48915 | G.V.M. Incorporated | 7125 sq. ft. |

AC/bma
Enc. (3)

cc: C. O. Fredrickson
Milner Mead
Frank Lowe
Title
Fred Jeter
Armand Riveness
Jim Dixon
Don Harwell

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Salem, Oregon
March 11, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48915 - G.V.M. Inc.
Gatch St. at E. Lincoln
St. (Woodburn) Section
City Street
Marion County

Attached is a description, an authorization and R/W prints covering the only R/W required for the subject project, which is scheduled for June 24, 1976.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

324-1984

Gatch St. at Lincoln St. (Woodburn)
FAU 5281
Marion County

[illegible]

NARRATIVE REPORT

## HISTORY

This project had a high priority under the old TOPICS program. The City of Woodburn submitted a Project Request for FAU funds on September 24, 1974, and the request was approved by the Transportation Commission on October 30, 1974. Also on October 30, an agreement with the City was signed.

A request for Authority for Survey was submitted on November 18, 1974. A Project Environmental Assessment followed on April 4, 1975, and the A-95 Review was completed on July 16. Preliminary Engineering was approved on August 12, 1975.

## ALIGNMENT

The purpose of this project is to eliminate the offset intersections of Gatch St. with Lincoln St. As originally conceived, this would have been achieved by employing reversing curves to realign Gatch St. southerly of Lincoln St. so it would line up with the intersection on the northerly side. However, using only one curve, at the southerly end of the revision, and bringing Gatch St. into Lincoln St. on a skewed tangent appeared feasible, and City Administrator Max L. Pope was approached with this idea. His reaction was favorable, as both the northerly and southerly connection will continue to be stops for traffic entering Lincoln St. from Gatch St. There is no plan to signalize this intersection and create a "through" movement on Gatch St. in the foreseeable future. Accordingly, this is the alignment proposed.

## TYPICAL SECTION

Following the City's request, the proposed typical section is a city street section with curbs and sidewalks. The 34-foot width between curbs will be striped by the City to provide two traffic lanes, and a parking strip on one side only.

## BASE DESIGN

The base design of 8 inches Aggregate Base and 3 inches of Class "B" or "C" Asphalt Concrete was furnished by Clarence Gregg, and is based on laboratory analysis of samples of soils and existing surfacing taken by the Regional Soils and Geology crew.

## DRAINAGE

The affected portion of the street crosses a natural drainage course, on a fill which presently is approximately 13 feet high. This swale is being filled in quite extensively to develop the property adjacent to the street, over a 48-inch culvert placed in the drainage channel. The proposal would perpetuate the condition of having a sag vertical over this channel, and would increase the fill height by approximately three feet.

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

DRAINAGE (Cont)

To drain the improved street, two inlets are proposed at the low point in the sag, connected with a 12-inch pipe, and draining into the 48-inch culvert ~~via a manhole~~. This culvert now carries the runoff from the existing street, so the proposal does not introduce any new runoff into the present system. One existing inlet is to be removed and an 8-inch downpipe capped or plugged. This downpipe apparently connects directly to the 48-inch culvert, so care must be exercised to avoid clogging the culvert with debris from grading and/or removal work.

ANTICIPATED CONSTRUCTION PROBLEMS

No special difficulties are anticipated, ~~the manhole~~ connecting the proposed storm drain to the existing culvert being probably the most complicated construction required. That portion of the new curb which will sever existing Gatch St. at Lincoln St. cannot be constructed until the abuting property owners have adequate access to relocated Gatch St. and its connection to Lincoln Street.

RIGHT OF WAY AND ACCESS POINTS

Acquisition of one triangular parcel of land westerly of the existing street is proposed, and amounts to approximately 0.166 acre. Access point(s) to be reserved for the remainder are a matter of right of way negotiation, but it is recommended that no more than two be allowed on the 290-foot frontage. The proposal being submitted makes provision for constructing only one approach on this side at this time

Two existing access points to properties abutting Gatch St. on the easterly side should be perpertuated, and quantities for restoring them are included in the estimate.

TRAFFIC CONTROL

Access for the above-mentioned abutting properties must be maintained, but otherwise the City Administrator has indicated that the affected portion of the street can be closed to traffic during construction. The preposal being submitted assumes this closure to through traffic, providing for appropriate signing and barricades. No provision has been made for signing a detour, however, as it was felt that the street closure indication will suffice for the local city street traffic without need for a formally-designated detour. The City is to do the striping and permanent signing, and they could always put up temporary signing for a detour if they find it desirable.

C.V. Lehman
RESIDENT ENGINEER

## LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Sheet 1 of

Section: Gatch st at Lincoln st (Woodburn)
Highway: City street
County: Marion
Prefix: 324-1984

| ITEM NO. | SPECIFIC'N. NO. | ITEM DESCRIPTION | UNIT | Part | | | TOTAL QUANTITY | UNIT PRICE |
|---|---|---|---|---|---|---|---|---|
| 1 | 110 | Mobilization | Lump Sum | | | | All | |
| 2 | 111 | Temporary Protection & Direction of Traffic | Lump Sum | | | | " | |
| 3 | 111.82 | Temporary Signs | Sq. Ft. | | | | 185 | 6.50 |
| 4 | 111.83 | Temporary Continuous Rail Traffic | | | | | | |
| | | Barriers, Reflectorized | Lin. Ft. | | | | 50 | 5.50 |
| 5 | 111.85 | Flagmen | Hour | | | | 40 | 15.00 |
| 6 | 202 | Removal of Structures & Obstructions | Lump Sum | | | | All | |
| 7 | 203 | Embankment in Place | Cu. Yd. | | | | 440 | 4.25 |
| 8 | 205 | Trench Excavation | Cu. Yd. | | | | 11 | 10.00 |
| 9 | 233 | Watering | M. Gal. | | | | 10 | 10.00 |
| 10 | 304 | 1"-0 Aggregate Base | Cu. Yd. | | | | 345 | 9.00 |
| 11 | 403 | Class "B" or "C" Asphalt Concrete | Ton | | | | 205 | 26.50 |
| 12 | 503 | 12-inch Sewer Pipe | Lin. Ft. | | | | 47 | 12.00 |
| 13 | 604 | Concrete Inlets, Type CG-1 | Each | | | | 2 | 420.00 |
| 14 | 608 | Concrete Walks | Sq. Yd. | | | | 270 | 9.00 |
| | 608 | Concrete Driveways | Sq. Yd. | | | | 45 | 12.25 |
| 16 | 609 | Concrete Curbs, Type "C" | Cu. Yd. | | | | 22 | 80.00 |
| 17 | 610 | Extra for Asphalt Appoaches | Each | | | | 1 | 100.00 |
| 18 | 628 | Reconstructing Concrete Manholes | Each | | | | 1 | 400.00 |
| | | | | Subtotal Contract Bid Items | | | | |
| | | Additional Anticipated Items | | | | | | |
| | | Adjustment of Utilities | | | | | | |
| | | | | Subtotal | | | | |
| | | Engineering & Contingencies | | | | | | |
| | | | | TOTAL | | | | |
| | | | | | | | | |
| | | Note: Estimates [illegible] | | [illegible] | | | | |

# ESTIMATE AND QUANTITY SUMMARY

Sheet 1 of 1 Sheets

at Lincoln St. (Woodburn)

Street

County: Marion

Prefix: 324-1984

| SCRIPTION | UNIT | Part | | | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|---|
| | Lump Sum | | | | All | | 2,500 |
| ion & Direction of Traffic | Lump Sum | | | | " | | 500 |
| s | Sq. Ft. | | | | 185 | 6.50 | 1,200 |
| inuous Rail Traffic | | | | | | | |
| Electorized | Lin. Ft. | | | | 50 | 5.50 | 275 |
| | Hour | | | | 40 | 15.00 | 600 |
| ctures & Obstructions | Lump Sum | | | | All | | 500 |
| in Place | Cu. Yd. | | | | 440 | 4.25 | 1,870 |
| vation | Cu. Yd. | | | | 11 | 10.00 | 110 |
| | M. Ga. | | | | 10 | 10.00 | 100 |
| te Base | Cu. Yd. | | | | 345 | 9.00 | 3,105 |
| Asphalt Concrete | Ton | | | | 205 | 26.50 | 5433 |
| r Pipe | Lin. Ft. | | | | 47 | 12.00 | 564 |
| ets, Type CG-1 | Each | | | | 2 | 420.00 | 840 |
| ks | Sq. Yd. | | | | 270 | 9.00 | 2,430 |
| eways | Sq. Yd. | | | | 45 | 12.25 | 550 |
| bs, Type "C" | Cu. Yd. | | | | 22 | 80.00 | 1,760 |
| phalt Appoaches | Each | | | | 1 | 100.00 | 100 |
| g Concrete Manholes | Each | | | | 1 | 400.00 | 400 |
| | | Subtotal Contract Bid Items | | | | | 22,837 |
| ticipated Items | | | | | | | |
| of Utilities | | | | | | | 1,000 |
| | | Subtotal | | | | | 23,837 |
| & Contingencies | | | | | | | 4,763 |
| | | TOTAL | | | | | 28,500 |
| | | | | | | | |
| [illegible] | | | | | | | |

FAUS

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 2**

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 19, 1975

Max L. Pope
City Manager
City Hall
Woodburn, Oregon 97071

Dear Mr. Pope:

All documents for the Gatch Street at Lincoln Street project have been approved.

In order to commence preliminary engineering, we now require cities advance deposit in the amount of $955.00 per paragraph 2, Section V, General Provisions, of the project agreement.

Please make your check payable to the Oregon State Highway Division and submit it to this office at your earliest convenience.

Yours very truly,

Phillip O. Stearns
Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

POS/elk
cc: L. W. Rulien

FEDERAL AID
AUG 19 1975 FAUS

Form 81-734-1382

FAU

AD-15

## EGON STATE HIGHWAY DIVISI

## Notification of Advance Deposit

To: Finance Branch
Ledgers & Revenue Unit

Date: August 15, 1975

ACCOUNTING ONLY
Reference CR 97
Date Recd. 9/23/75

Depositor: City of Woodburn

Purpose: 11% P. E. advance deposit for Gatch Street at Lincoln Street Section of FAU 5281.

| Prefix | Other Information | Amount of Deposit |
|---|---|---|
| | | $955 |

| Est. Completion Date | | Federal Aid Project No. |
|---|---|---|
| July 1976 | | M-5281(1) |

Section Responsible for Monitoring Project: C. O. Frederickson, Region 2 Engineer

Billing Instructions: Bill city for 50% of the difference between actual P. E. costs, less any nonparticipating costs and the amount contributed by FHWA. Also bill city for 100% of any nonparticipating costs.

Prepared By:
Richard Unrein
Richard Unrein
Urban Engineer
County-City Unit

H

---

Form 81-734-1382

AD-15

## NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building
Salem, Oregon 97310

ACCOUNTING ONLY
Reference
Date Recd. 9/23/75
Deposit Amt. $955^{00}$

Depositor: City of Woodburn

Remarks P. E. advance deposit. Federal aid project no. M-5281(1)

RECEIVED
COUNTY & CITY SECTION
OCT 14 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☒ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Received By:

FAU - Wdbn

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-5281(1)

STATE PROJECT NO. Gatch Street at Lincoln Street (Woodburn) Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

8-13-75

PROGRAM NO.

ITEM NO. M-46

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE August 12, 1975

FEDERAL ROUTE NUMBER FAU 5281

STATE ROUTE NUMBER City Street

GENERAL LOCATION: City Street - Gatch - City of Woodburn

GENERAL DESCRIPTION OF WORK: Urban System - Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
All phases of preliminary engineering necessary to obtain location/design approval.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum of August 12, 1975 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's July 31, 1975 letter you are authorized to proceed with all phases of preliminary engineering necessary to obtain location/design approval at a total estimated cost of $5,750.00 - federal funds $4,495.00.

RECEIVED
COUNTY & CITY SECTION
AUG 14 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

DATE 8-12-75

SIGNATURE OF APPROVING OFFICIAL CK Burghardt for

TITLE Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8-12-75

BY (Signature): L.W. Rulien's July 31, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

XXXXXX ITEM NOS. 46 THRU ______

XXXXXX ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | ** FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 5 | M-5281(1) | 0.08 | 8,750 | 6,840 | Gatch Street at Lincoln St. (Woodburn) Section Marion County State of Oregon. | Preliminary Engineering |

RECEIVED
COUNTY & CITY SECTION
AUG 14 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 8-12-75

SIGNATURE AND TITLE: for C R Burghardt
G.L.Green, Division Engineer

** * Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2067:

U.S.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | |
|---|---|
| MONTHLY TRANSACTION NO. | |
| DATE SUBMITTED TO W.O. | 7-31-75 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20)<br>1 | PROJECT LOCATION (45 typewriter spaces) 21 65<br>City St., Gatch St. in Woodburn | ADT | PRESENT<br>850 | FUTURE (66) (70)<br>1,350 | YEAR (71) (72)<br>95 | REGION<br>10 |

STATE NAME: Oregon

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>P.E. | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 23: M-<br>NUMBER 7: 5281 |

| | | | | |
|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Marion | | CODE (14)<br>047 |
| | NAME OF URBAN AREA 17-31<br>Woodburn | ROUTE NO.<br>U | FEDERAL-AID (32)<br>5281 | STATE (36) (37)<br>City St. |

U.S.: --

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE**<br>TOPICS | | City St., Gatch Street in Woodburn | 0.08 | 8,750 | 6,840 | 955 | 955(city) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | "Gatch St. at Lincoln St. (Woodburn) Section | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.08 | 8,750 | 6,840 | 955 | 955(city) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

AUG 12 1975
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
AUG 14 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ VE
☑ DPE ☐ CE ☐ RE ☐ RPE

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-31-75

(45 typewriter spaces)
atch St. in Woodburn 68

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ADT | PRESENT<br>850 | FUTURE<br>1,350 (66) (70) | YEAR<br>95 (71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 (2) (3) | APPN CODE<br>W32 (4) (9) | ITEM NO.<br>46 (14) (15) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) |

PROJECT NUMBER

| PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|
| 14 M- 23 | 7 5281 | (1) 13 | (24) (26) 27 |

an System

dburn

| COUNTY NAME | CODE |
|---|---|
| Marion | C47 (14) (16) |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| U | 5281 (32) | City St. (36) (37) | -- (41) |

PROGRAM STAGE ☐ 1 OR ☒ XX 2

ESTIMATED PROJECT COST BY PHASES

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| | (54) (58) | (59) (66) | (67) (76) | | | |
| City St., Gatch Street in Woodburn | 0.08 | 8,750 | 6,840 | 955 | 955(city) | P.E. all phases<br>(Future 34' curbed roadway with 5' sidewalks) |
| "Gatch St. at Lincoln St. (Woodburn) Section | | | | | | ROW-50' min.;<br>Access control-none;<br>Parking Restrictions-one side only |
| PROJECT TOTALS | 0.08 | 8,750 | 6,840 | 955 | 955(city) | |
| | (16) | (23) (24) | (33) | | | |

RECEIVED
COUNTY & CITY SECTION
AUG 14 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE

REMARKS

-over-

## GATCH ST. @ LINCOLN ST. (WOODBURN) SECTION

### PROJECT NO. M-5281(1)

Existing Facility: 18-foot travel way with no shoulders.

Adjacent Sections: N. End --- Intersection with Lincoln Street
S. End --- 26-foot A.C. roadway

Project Data: The work under this project consists of all phases of preliminary engineering necessary for the future construction required to realign Gatch Street and provide for a 34-foot curb to curb roadway section for two 12-foot travel lanes with a parking lane on one side and 5-foot sidewalks adjacent to the curbs each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- The city will offer and hold a hearing if requested.
(b) Location/Design -- Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approvals submitted previously.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA May 28, 1975.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering --- | Field Work | $5,750 |
| | PS & E Preparation | 3,000 |
| | Total | $8,750 |

Note: This project is in Congressional District No. 2.

FAU

# OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 31, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. M-5281(1)

We are submitting program data for one Urban System preliminary engineering project Item No. 46, Project No. M-5281(1), "Gatch St. at Lincoln St. (Woodburn) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated cost of $5,750 with federal funds of $4,495.

Enclosure

CL:dc

8-14-75
Left message for Phil Stearns that P.E. was approved 8-12-75. but we need City's advance of $955 to cover P.E.

RECEIVED
COUNTY & CITY SECTION
JUL 31 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Form 81-734-3122

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

7-31-75

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>City St., Gatch St. in Woodburn<br>21 65 | **ADT** | PRESENT<br>850 | FUTURE<br>1,350<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E.<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(60) (66) | SUPV AGCY<br>(68) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER | PREFIX LETTER(S)<br>M-<br>14 23 | NUMBER<br>5281<br>7 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Marion | | | | | CODE<br>047<br>(14) |
| | NAME OF URBAN AREA<br>17-31<br>Woodburn | ROUTE NO. | U | FEDERAL-AID<br>5281<br>(32) | STATE<br>City St.<br>(36) | U.S.<br>(37)<br>-- | |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE**<br>TOPICS | | City St., Gatch Street in Woodburn | 0.08 | 8,750 | 6,840 | 955 | 955(city) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | "Gatch St. at Lincoln St. (Woodburn) Section | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.08 | 8,750 | 6,840 | 955 | 955(city) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

RECEIVED
COUNTY & CITY SECTION
JUL 21 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-31-75

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| (…riter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| …t. in Woodburn | | 850 | 1,350 | 95 | 10 | Oregon | 41 | W32 | 46 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER | I. Projects Only |
| | | | | | | | PREFIX LETTER(S): M-<br>NUMBER: 5281<br>SEQ. NO.: (1) | POST MI. DESIG. |

…stem

COUNTY NAME: Marion
CODE: 047

ROUTE NO.: U
FEDERAL-AID: 5281
STATE: City St.
U.S.: --

PROGRAM STAGE: ☐ 1 OR ☒ XX 2

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| …ty St., Gatch Street<br>… Woodburn | 0.08 | 8,750 | 6,840 | 955 | 955(city) | P.E. all phases<br>(Future 34' curbed roadway with 5' sidewalks) |
| Gatch St. at Lincoln<br>St. (Woodburn) Section | | | | | | ROW-50' min.;<br>Access control-none;<br>Parking Restrictions-one side only |
| PROJECT TOTALS | 0.08 | 8,750 | 6,840 | 955 | 955(city) | |

REMARKS

RECEIVED
COUNTY & CITY SECTION
JUL 31 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

-over-

USCOMM DUSCOMM-DC 43306-P61

## GATCH ST. @ LINCOLN ST. (WOODBURN) SECTION

## PROJECT NO. M-5281(1)

Existing Facility: 18-foot travel way with no shoulders.

Adjacent Sections: N. End --- Intersection with Lincoln Street
S. End --- 26-foot A.C. roadway

Project Data: The work under this project consists of all phases of preliminary engineering necessary for the future construction required to realign Gatch Street and provide for a 34-foot curb to curb roadway section for two 12-foot travel lanes with a parking lane on one side and 5-foot sidewalks adjacent to the curbs each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- The city will offer and hold a hearing if requested.
(b) Location/Design -- Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approvals submitted previously.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA May 28, 1975.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering --- | Field Work | $5,750 |
| | PS & E Preparation | 3,000 |
| | Total | $8,750 |

Note: This project is in Congressional District No. 2.

July 31, 1975

Executive Department
Federal Aid Coordination Unit

L. W. Rulien
Project Management Engineer

Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following:

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 46 | M-5281(1) | Gatch St. @ Lincoln St. (Woodburn) Section<br>PRNS #7506-2-390 |

CL:dc
Enclosure

cc: D. W. Swan
J. L. Gaither

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING SALEM, OREGON 97310

**ROBERT W. STRAUB**
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 10, 1975

TO
Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

FROM
D N Howell
for George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 3
Gatch Street at Lincoln Street (Woodburn) Section
Marion County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 11, 1975.

BLG:bb
Attachment

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Division

Form 81-734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One [79 |

02 12] APPLICANT: State Highway Division [45 | 46] DIVISION: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET: State Highway Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: L. W. Rulien [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Gatch Street at Lincoln Street (Woodburn) District 3 [71

11 12] PROJECT LOCATION CITY: Woodburn [45 | 46] PROJECT LOCATION COUNTY: Marion [79

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 12] This project, approx. 400 ft. in length, is to reconstruct Gatch St. between [71

06 12] Lincoln St. and Blaine St. to eliminate the offset intersection at Lincoln St., [71

07 12] improve the vertical alignment, and widen the street to 34 feet between curbs. [71

08 12] Five-foot sidewalks adjacent to the curbs are also proposed. [71

09 12] [71

10 12]

| | FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| 12 | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 31,200 | - | 4,400 | 4,400 | - | 40,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) IS THERE A COMPREHENSIVE PLAN?**

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

**(D) REVIEW REQUIRED by A-95** Yes ☒ 35 No ☐ 36

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 37 No ☒ 38

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 39 No ☒ 40

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH: July [42 | 43] DAY: 11 [44 | 45] YEAR: 1974 [46

## ADDITIO L INFORMATION — ALL APPLICAN

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 10, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☑ Date: June 10, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) F.A. Urban System Funds

Six-Year Construction Program 1975

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 28
(c) State Senatorial District(s) Number(s) 15

### STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $______ OTHER FUND CASH $______ IN KIND $______

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

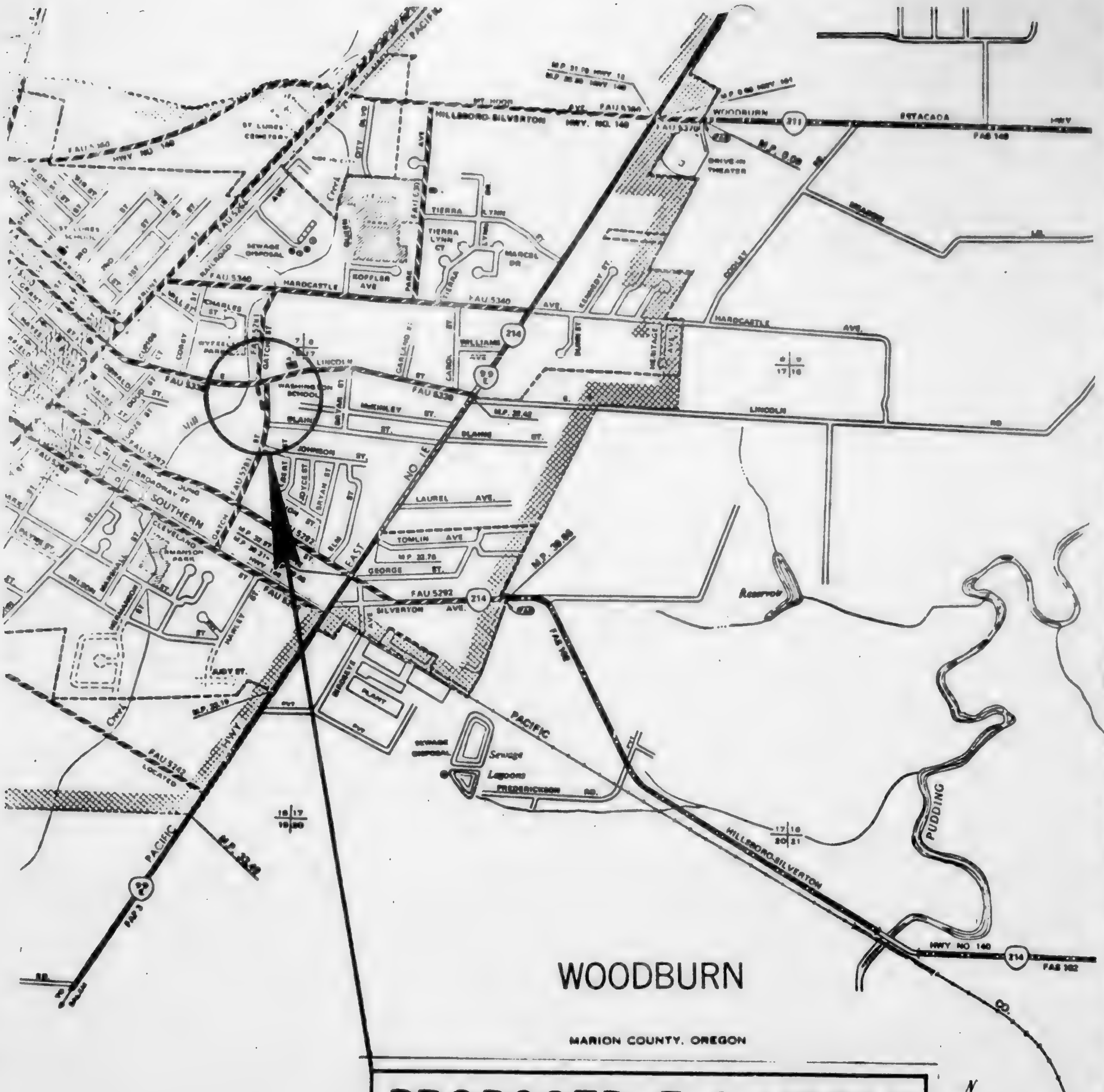
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

### REMARKS

17(E) This is a Category 3 project of non-major impact under Oregon's Action Plan.

This project is proposed by the Oregon State Highway Division in cooperation with the City of Woodburn and the Mid-Willamette Valley Council of Governments.

Approximately 0.2 acre of right-of-way will be required. A public hearing is not anticipated.



HILLSBORO-SILVERTON HWY. NO. 140
WOODBURN
ESTACADA
HWY
FAS 140
FAU 5340
HARDCASTLE AVE
FAU 5292
LINCOLN
WASHINGTON SCHOOL
MCKINLEY ST.
PLANK ST.
JOHNSON ST
LAUREL AVE.
TOMLIN AVE
GEORGE ST.
SILVERTON AVE.
SOUTHERN
PACIFIC
FREDERICKSON RD.
Sewage Lagoons
Reservoir
PUDDING
HWY NO 140
214
99E
FAP 3
TIERRA LYNN
SEWAGE DISPOSAL
DRIVE-IN THEATER
LINCOLN RD
CO.
WOODBURN
MARION COUNTY, OREGON

PROPOSED F. A. URBAN SYSTEM PROJECT

N

8389

Contract # 8389

1

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 30, 1975

FILE: ~~PRO 4-3~~

George H Watkins

FROM: for L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Gatch Street @ Lincoln Street
City of Woodburn
Marion County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 2 : C. O. Fredrickson
District 3 : F. T. Lacey

APPROVED
ESH
E. S. Hunter
Date 6-3-75

RECEIVED
JUN 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

| JECT MANAGEMENT SECTION | | |
|---|---|---|
| ROUTING | ACTION | INFO |
| NEER | | |
| V. ENGR. | | |
| ENGR. | | |
| UNTY-CITY | | |
| ERAL AID | | |
| NTORY-NEEDS | | |
| ARE CONTROL | | |
| SCHEDULE | | |

JUN - 3 1975

Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date April 23, 1975

### A. PROJECT IDENTIFICATION

Name of Project Gatch Street at Lincoln Street (Section) M-5281 (-)

Location of Project Gatch Street (Highway Name) City Street (Highway No., US - ORE)

Woodburn (City) Marion (County) II (Region)

Program FAUS 5281 (Funding) $40,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Reconstruct Gatch Street between Lincoln Street and Blaine Street to eliminate the offset intersection at Lincoln Street, improve the vertical alignment, and widen the street to 34 feet between curbs (see page 2, general information).

Origin and History: A Federal Aid Urban Systems Project Request was submitted September 24, 1974. Project approved by Transportation Commission on October 30, 1974. A request for Authority for Survey was submitted November 18, 1974.

### C. DESCRIPTION OF PROJECT

Length 400 feet

Termini The northerly terminus is at the south curb line at Lincoln Street. The southerly terminus is near Blaine Street.

Alignment ☐ New ☐ Existing ☒ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 0.2 acre of land from developed and undeveloped home sites.

Typical Section A 34 foot curbed street section providing two travel lanes and one parking lane. Five foot sidewalks adjacent to the curbs are also proposed.

Structures None.

Characteristics (ADT) 500 vehicles of all types.

Other General Information (or Supplemental information to items) The existing street is 18 feet wide with a sidewalk along the easterly side. A curb extends along the sidewalk from Blaine Street to the north for approximately 150 feet. The City of Woodburn has requested reconstruction of this street as their priority No. 1 to improve traffic and pedestrian safety, and to provide for the completion of Gatch Street between Hardcastle Avenue and Cleveland Street which will satisfy the need of a north-south collector between the Southern Pacific Railroad and Pacific Highway 99E.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified. The proposed intersection modification has no meaningful alternatives to bringing existing deficiencies up to standard.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

An opportunity for a public hearing will be provided.

Type Design Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The physical terrain is rolling with a definite drainage way bisecting the project area. A large concrete pipeline carries surface water runoff under the street. The pipeline extends to either side of the street a short distance and the drainage way has been partially filled by disposal of waste materials. The drainage way is tributary to Mill Creek which generally parallels Gatch Street and is several hundred feet to the west. The drainage aay supports a vegetative growth such as cat tails and grasses that are tolerant to swampy conditions.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The general land use of the area is residential with some of the amentities of a residential area being present, such as a church in the block south of the project area and an elementary school one block east on Lincoln Street. Three single family residences front on Gatch Street within the project limits, one on either side of the street near Blaine Street, and one on the east side near Lincoln Street. The balance of the block is undeveloped. Utilities that might be affected by construction are power, telephone, water, gas, and sanitary and storm sewers.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Approximately 0.2 acre of land will be required.

Consequences:

A maximum of ten feet of frontage would be required from two developed home sites. The balance would be from undeveloped land. It is not anticipated the affected sites will be adversely affected by the acquisition of right-of-way.

2. Estimated Changes in Traffic Patterns:

None anticipated.

Consequences:

3. Estimated Changes in Land Use:

None anticipated.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Not significant.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Not significant.

7. Potential for Controversial Issues:

None anticipated.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | XXX | | |
| Acoustical Engineer | XXX | | |
| Air Quality Engineer | XXX | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

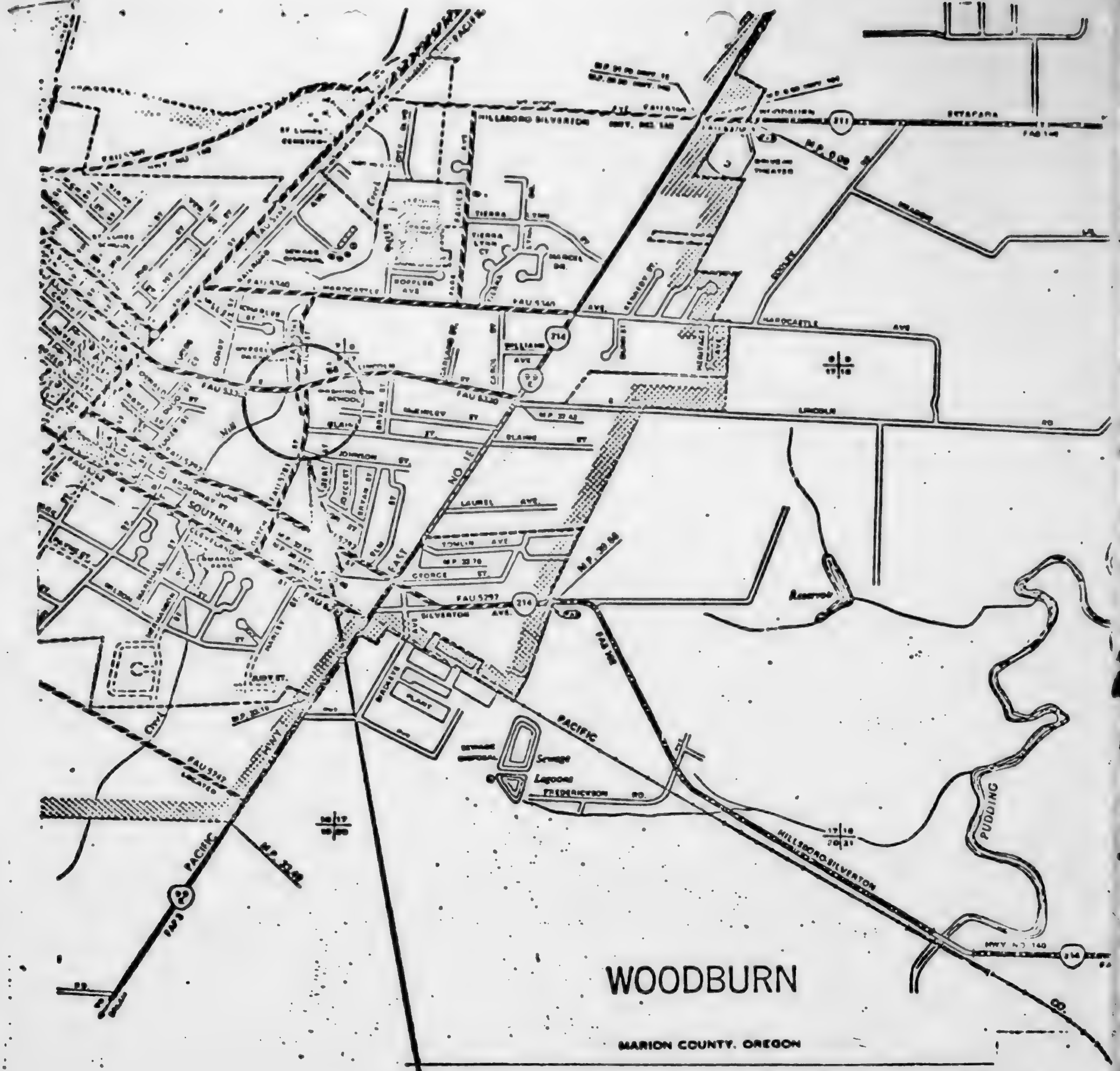
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Other ______________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.


HILLSBORO SILVERTON HWY. NO. 140
HARDCASTLE AVE
FAU 5140
714
99E
LINCOLN RD
BLAINE ST
SCHOOL
LAUREL AVE
TOMLIN AVE
GEORGE ST
SILVERTON AVE
FAU 5797
214
SOUTHERN
PACIFIC
NO. 1E
Sewage
Lagoons
FREDERICKSON RD
Reservoir
HILLSBORO-SILVERTON
PUDDING
HWY NO 140
WOODBURN
MARION COUNTY, OREGON

# PROPOSED F. A. URBAN SYSTEM PROJECT

8389 18

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 28, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project M-5281(-)
Gatch Street at Lincoln Street
City of Woodburn
Marion County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 25 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
MAY 29 '75
REFER TO
FOR
Info Inve. R/D D/F Sign Att

cyaij

Rulien - TAA
5-29-75

RECEIVED
MAY 29 1975

NOTED
R. L. SCHROEDER

March 24, 1975

City of Woodburn
City Hall
Woodburn, OR 97071

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5-45

Gentlemen:

Attached for your records is a fully executed copy of an Urban System Project Agreement covering improvement of the intersection of Gatch Street and Lincoln Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(Agree. att.)

## PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Gatch St. at Lincoln St.

Project Federal Aid Number: M-5281(1)

Applicant: City of Woodburn

Contact: Max Pope

Federal Aid Funds: FAS ____ FAUS XX Other ____

Date Project Approved by Trans. Comm.: 10/30/74

State to: ___ Review applicant's right-of-way acquisition program, or

X Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: The proposed realignment of Gatch Street will require acquisition of additional right-of-way.

Richard Unrein

Richard Unrein, Urban Engineer
County-City Unit

February 28, 1975
Date

RU:scr

cc: Right-of-Way Engineer
Region 2 Engineer
Region 2 Federal Aid Engineer
Region 2 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☒ UE
☑ [illegible] ☐

2/18/75

37-1467 FAU

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 2**

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 3, 1975

Mr. Harry Leiser
City Manager
City Hall
Woodburn, Oregon 97071

Dear Mr. Leiser:

Enclosed are four copies of an Urban System agreement covering the realignment of Gatch Street.

Please review the agreement, and if satisfactory, have it presented to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Then forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned for your records.

Yours very truly,

C. O. Fredrickson
REGION 2 ENGINEER

By Phillip O. Stearns
Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

RECEIVED
COUNTY & CITY SECTION
JAN 22 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

POS/elk
Enc.

bc: L. W. Rulien ✓

Mw/R

RECEIVED
JAN 7 1975
PROJECT MANAGEMENT SECTION

FAU

# OREGON STATE HIGHWAY DIVISION
## LOCATION SECTION
## SOILS AND GEOLOGY UNIT
## PROJECT BASE DESIGN

Section: Gatch Street
Highway: City of Woodburn
County: Marion
Prefix:

Res. Engr.
Approx. Length
Sta. to Sta.
Date

Mean Truck A.D.T. 44
Traffic Coefficient 6.1
18 kip s. a. per day 5.2

Annual Precipitation 40"±
Frost Penetration - - - -
CBF Total Requirement 20.0"

(1)

*Typical Soil*

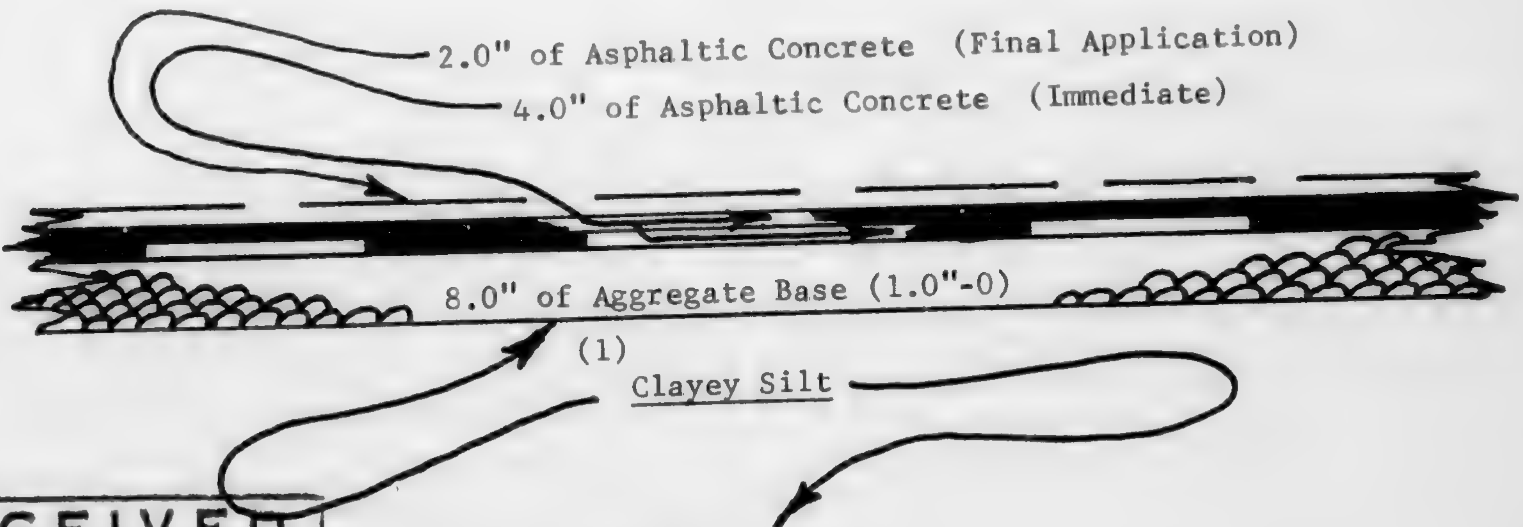
| | |
|---|---|
| 31 | LL |
| 10 | PI |
| 100 | %P 10 |
| 86 | %P 200 |
| 0 | % Gravel |
| 1 | % C Sand |
| 13 | % F Sand |
| 58 | % Silt |
| 28 | % Clay |
| 7 | R Value |
| A-4 | AASHO Classif. |

*Materials Source:*

Commercial Sources are available.

| Credit | Actual Thick. | Component |
|---|---|---|
| 4.0 | 2.0 | A.C. (F.A.) |
| 8.0 | 4.0 | A.C. (I.) |
| 8.0 | 8.0 | A.B. |
| 20.0 | 14.0 | |

**STRUCTURAL SECTION**


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Aggregate Base (1.0"-0)
(1)
Clayey Silt

See Remarks on Page 2.

RECEIVED
COUNTY & CITY SECTION
DEC 30 1974
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Gatch Street

HIGHWAY: City of Woodburn

COUNTY: Marion

## "OTHER ROADS"

| *Traffic Coefficient* | *A.C. Wearing Surface* | *Aggregate Base* | 1.0"-0 *Aggregate Base* | *"CBE" Total Requirement* | *Actual Thickness* |
|---|---|---|---|---|---|
| Cars Only | 2.0" | --- | 9.0" | 13.0" | 11.0" |

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 5.3 and a C.B.E. Requirement of 17.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

---

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

## TRAFFIC ANALYSIS

SECTION: Gatch Street

HIGHWAY: City of Woodburn

COUNTY: Marion

850 Present ADT (1975)

4 Percent Trucks

| AXLES | TWO WAY TRUCK ADT | EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ONE WAY EWL | AVERAGE ANNUAL EWL |
|---|---|---|---|---|---|---|
| 2 | 30 | 1.6 | 48 | 39 | 450 | 17,550 |
| 3 | 4 | 1.6 | 6 | 5 | 1000 | 5,000 |
| 4 | 0 | --- | -- | -- | 1250 | - - - |
| 5 | 0 | --- | -- | -- | 3180 | - - - |
| 6 | 0 | --- | -- | -- | 2570 | - - - |
| | | | | 44 TOTAL | | |

| | |
|---|---|
| TOTAL AVERAGE ANNUAL DESIGN EWL | 22,550 |
| TWENTY YEAR EWL | 451,000 |
| TRAFFIC COEFFICIENT | 6.1 |

SECTION: Gatch Street
HIGHWAY: City of Woodburn
COUNTY: Marion

## PAVEMENT TYPE SELECTION

### Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks: ___
5. Cost Comparisons: None made - See remarks.

### Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil, A.C., and P.C.C.
7. Stage Construction: Part of Design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section and traffic does not warrant the use of C.R.P.C.C.

8300 15

FORM E 10

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE October 31, 1974

TO Rod Henry
Regional R/W Supervisor

JOHN R. OAKES

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Urban System Project
Gatch Street-Lincoln
FAU 5281
City of Woodburn

We have received a tabulation and description of the above Urban System Project, a copy of which is enclosed.

Please contact Richard Unrein, County-City Urban Engineer, in regard to the Right of Way agreement that will be necessary with the City of Woodburn. As soon as Mr. Unrein has completed the master agreement, please contact the Woodburn city officials and work out a Right of Way agreement based upon the data in Right Of Way and Development procedures No. 4.

JRO:ha
att.
cc R. L. Schroeder ✓
H. S. Cox
C. O. Fredrickson

RECEIVED
NOV 1 1974
Office of
Assistant State Highway Engineer

5389

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**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Urban System Project Request

Presented for your consideration at the October 30 meeting will be a request by the City of Woodburn for approval of an Urban System project to realign a portion of Gatch Street.

Urban System funds for this project are estimated at $31,200 with the State providing approximately $4,400 in match funds and an equal amount being contributed by the City of Woodburn.

This project has been investigated and is eligible for funding under the Federal Aid Urban System program. I recommend your approval of the project and request authority to sign project agreements for and on your behalf.

Att.

bc: C. W. Head - w/att.
G. M. Baldwin - w/att.
A. E. Johnson - w/att.
E. S. Hunter - w/att.
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog - w/att.
H. S. Cox
C. O. Fredrickson - w/att.
Jack Graham
Gary Sund

RU:mm dpy

CITY OF WOODBURN
Proposed Urban System Project

Gatch Street @ Lincoln Street (Woodburn) Section
FAU 5281
Street Re-alignment

Engineering, right-of-way, grading, paving, and associated work, $40,000.

Reconstruct Gatch Street southerly of Lincoln Street to line up with the section of Gatch Street northerly of Lincoln Street. Provide 34-foot curb to curb street section with parking on one side only.

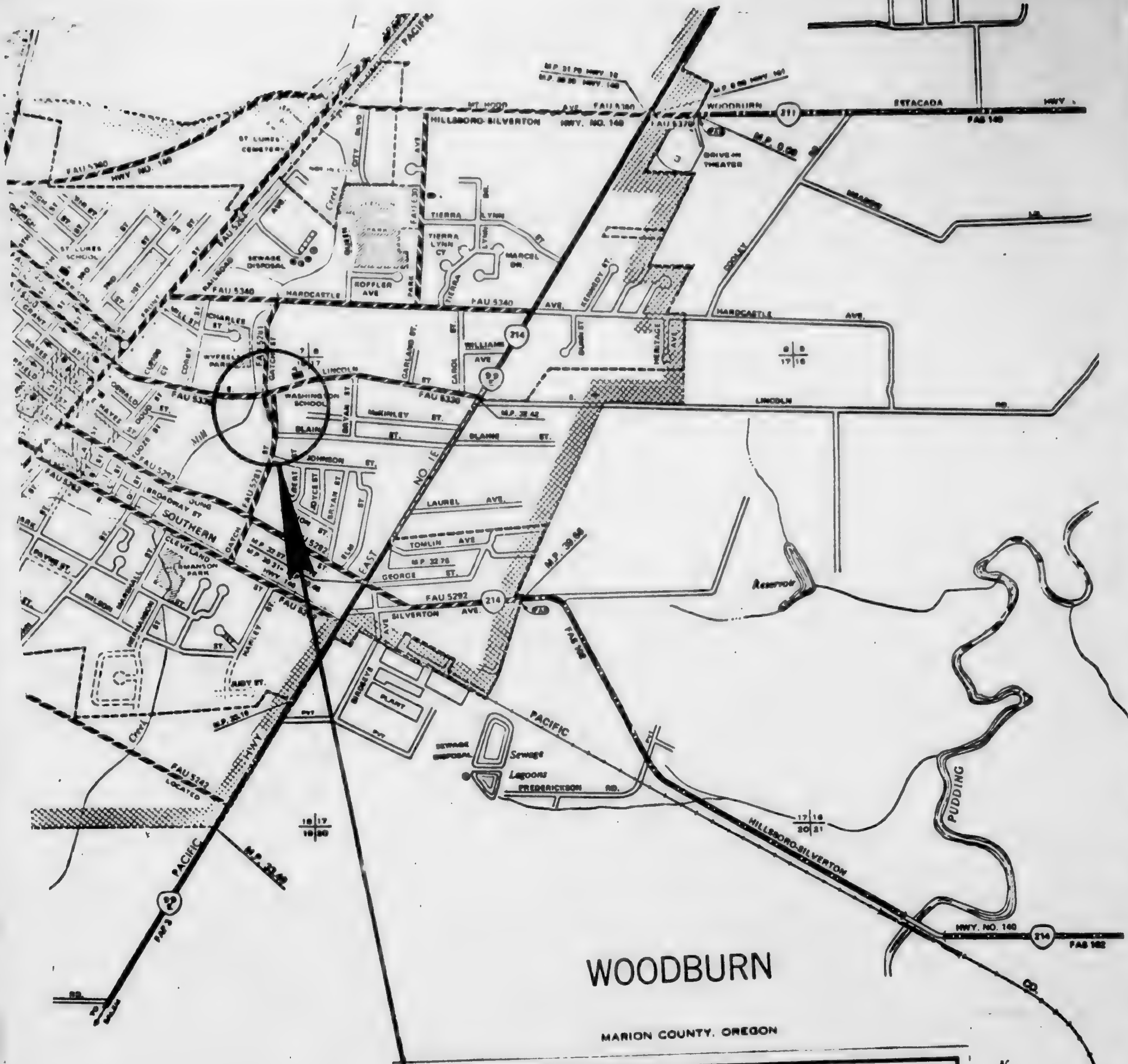
Perform all necessary engineering.

Acquire necessary right-of-way.

Provide 5-foot sidewalk/bikeways.

Public hearing required.

74-e
10/21/74


WOODBURN
MARION COUNTY, OREGON
HARDCASTLE AVE.
LINCOLN RD.
SILVERTON AVE.
FAU 5240
FAU 5292
WASHINGTON SCHOOL
MT. HOOD AVE
ESTACADA HWY
HILLSBORO-SILVERTON HWY. NO. 140
SOUTHERN PACIFIC
PACIFIC HWY
PUDDING
Reservoir
Sewage Lagoons
FREDERICKSON RD.
DRIVE-IN THEATER
N

## PROPOSED F. A. URBAN SYSTEM PROJECT

37-1467 fau

FORM E-30 (REV 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1974

SUBJECT: FAU System-Woodburn
Priority List of Projects &
Project Requests

To: L. W. Rulien
PROJECT MANAGEMENT ENGINEER

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

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COUNTY & CITY SECTION
OCT 1 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Enclosed is correspondence received from Mr. Rolland Baxter, DPW Woodburn, regarding the City's FAU System Project Priority List and two completed sets of Project Request Forms.

Documental proof of County approval is not included, however, Mr. Baxter assurred me it would be received in approximately two weeks. In the interim, I felt the material could be reviewed by your office and any additional information or corrections required could be requested.

Woodburn's project priority list was developed from City and State priorities and meets with Region approval.

Cox 3 Review & Process pl
R

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[illegible] SECTION

POS/elk
Enc.
cc: C. O. Fredrickson
H. S. Cox
R. Baxter

Rev. 5/28/74

# FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date September 24, 1974

Applicant Agency City of Woodburn
Federal Aid System Route No. N/A Route Name Gatch Street
Project Name Gatch Street Re-alignment

Project Length 400 feet Project Location (Attached sketch map)
Project Description Re-alignment and re-construction of approximately 400 feet of roadway. Right-of-way to be acquired. Improvement to be a 34 foot paved and curbed roadway complete with drainage and sidewalks. Improvement will result in the re-alignment of the Gatch St.-Lincoln St. intersection and thereby improve safety and convenience of the intersection.

Average Daily Traffic 500+ Design Speed 25

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18 feet Travel Lanes two Shoulders -0-
Medians -0- Parking -0-
Sidewalks Deteriorated, East side only
Other Macadam surface badly deteriorated

2. Desired Roadway Cross Section: (Attach sketch)

Width 34 feet Travel Lanes two Shoulders No
Medians No Parking Yes, one side
Curbed Yes Length Curb Radii 20-25 feet
Sidewalk/Bikeway Yes, 5 feet both sides
Other

FOOTNOTES:

Description of Proposed Roadway Work Excavation to proper subgrade; placement of adequate rock and asphalt and construction of curbs, sidewalks and drainage facilities.

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40 feet Minimum 40 feet Maximum 40 feet

2. Will Additional Right-of-Way Be Needed? Yes Explain Re-alignment requires acquisition of lands not currently held in public ownership.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Included in project.

4. Will applicant acquire right-of-way and have State review negotiations?
Yes ____ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant?
Yes

6. Should State prepare options? Yes X No ____

7. Is a public hearing necessary? Yes
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain ____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain ____

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None
Type ____
Phases ____
Type of Suspension ____

Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA

1. Present Illumination and Location: Current lighting is located on Lincoln Street and on Blaine Street and is adequate for present land uses.

2. Proposed Illumination:

Location None proposed
Type

## V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections None

2. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 22,000 |
| Right-of-Way Costs (If participating) | 10,000 |
| Traffic Control | -0- |
| Illumination | -0- |
| Structures | -0- |
| Railroad | -0- |
| Other | -0- |
| XXXXXXXXXXXX Engineering & Contingencies | 6,400 |
| PROJECT TOTAL | $ 38,400 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Woodburn
By Larry W. Lesn City Mgr
By Rolland Baxter, Dir. P.W.

Marion County
By
By
By

## ~~PROJECT 5 - Realignment of the Hillsboro-Silverton Highway~~

~~An area of concern during the preliminary problem identification phase was the reverse curve alignment of the Hillsboro-Silverton Highway just east of Princeton Road. A correction of the alignment to ease the degree of curvature for these corners was originally part of the Comprehensive Plan previously mentioned. A review of accident records indicated that no accidents had been reported in that section. The capacity of the section is reduced because of the decreased safe speed in the corner but this does not materially affect the volumes using the roadway now. Justification of this project to qualify ultimately for TOPICS funds must be to eliminate a jog or discontinuity in the major arterial system.~~

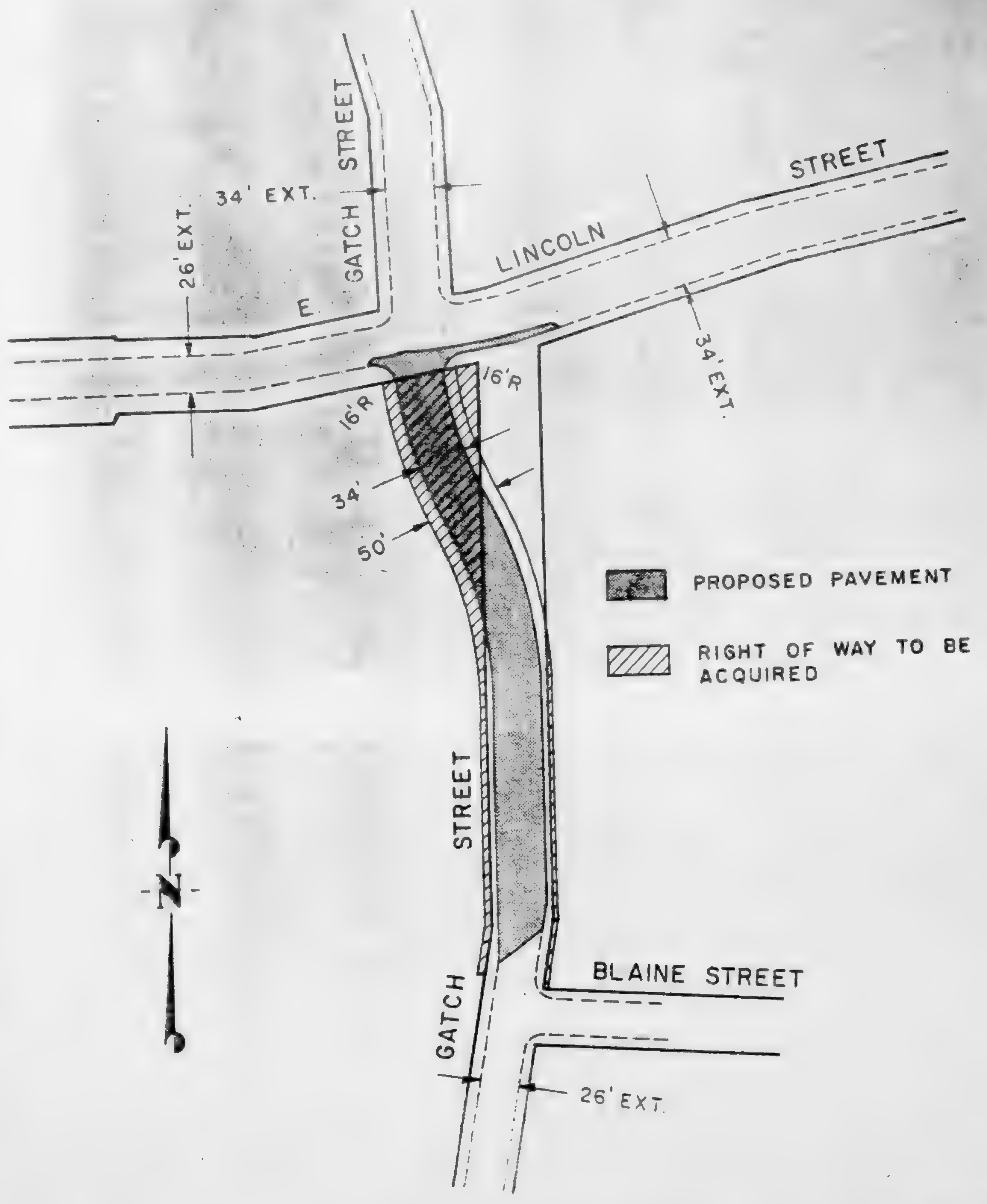
~~As shown in Figure 10, a realignment would require additional right-of-way acquisition. Costs could vary from $50,000 to $70,000 depending on that acquisition.~~

## PROJECTS 6 and 7 - Gatch Street

The need for a north-south collector in the area of Woodburn between the Southern Pacific Railroad and Oregon 99E has been satisfied by the development of Gatch Street between Hardcastle and Cleveland. However, the offset alignment of Gatch Street with Lincoln by approximately 60 feet creates an undesirable situation, and the gravel section immediately south of Hardcastle discourages utilization of the street. Present traffic volumes average approximately 500 vehicles per day. For these reasons, it is felt that the projects shown in Figures 11 and 12 respectively should be considered as TOPICS projects should additional funding become available. Approximately $70,000 would be required to complete both projects. Present consideration should be given to the acquisition of right-of-way, not only to achieve the realignment but also to increase existing rights-of-way to 50 feet throughout the street's length.

## GENERAL RECOMMENDATIONS

It is recommended that a program be established for monitoring and inventorying traffic conditions such that a project can be periodically re-evaluated and possibly reprogrammed. The basic parts of this program would relate to obtaining and maintaining a traffic volume history and current accident records system. Making the initial inventory and establishing an adequate program for maintaining such information is the most difficult and expensive part. It is recommended that the City take advantage


E. GATCH STREET
34' EXT.
26' EXT.
LINCOLN STREET
34' EXT.
16'R
16'R
34'
50'
PROPOSED PAVEMENT
RIGHT OF WAY TO BE ACQUIRED
N
GATCH STREET
BLAINE STREET
26' EXT.

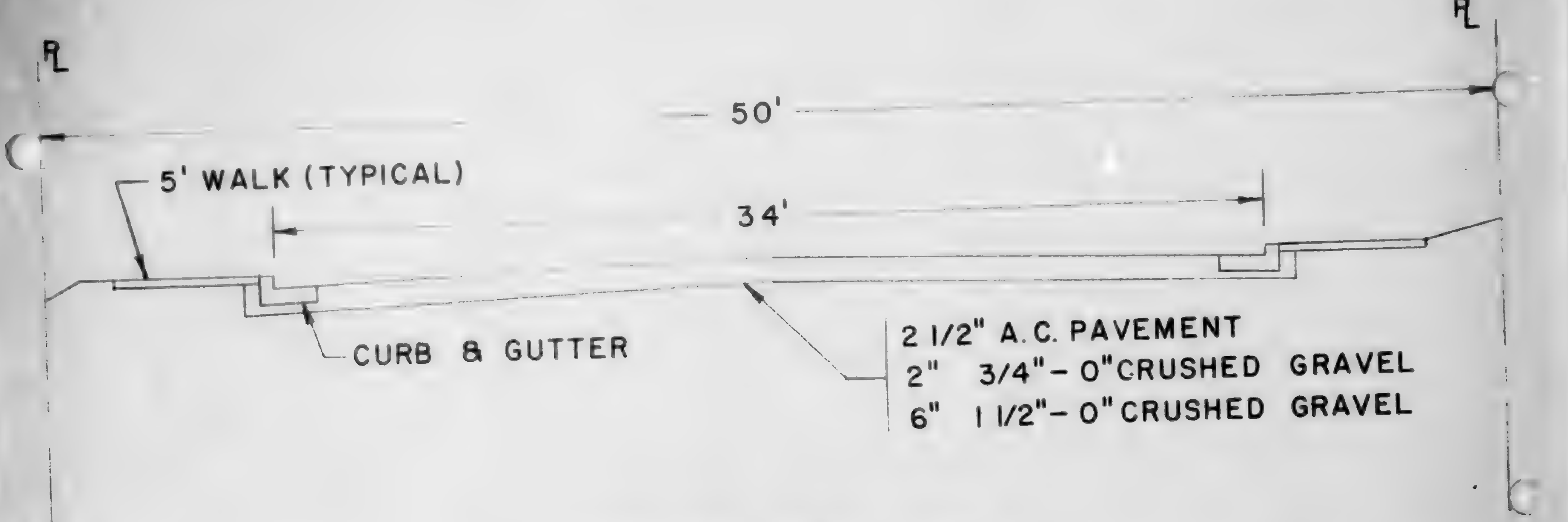
WOODBURN

AREAWIDE TOPICS STUDY
PROJECT NO. 6
GATCH STREET ALIGNMENT AND
WIDENING

HARSTAD ASSOCIATES INC

JOB NO. 669-050
DATE OCT 1972
SCALE 1"=100'
DRAWING BY R.A.T.
CHECKED BY
APPROVED.

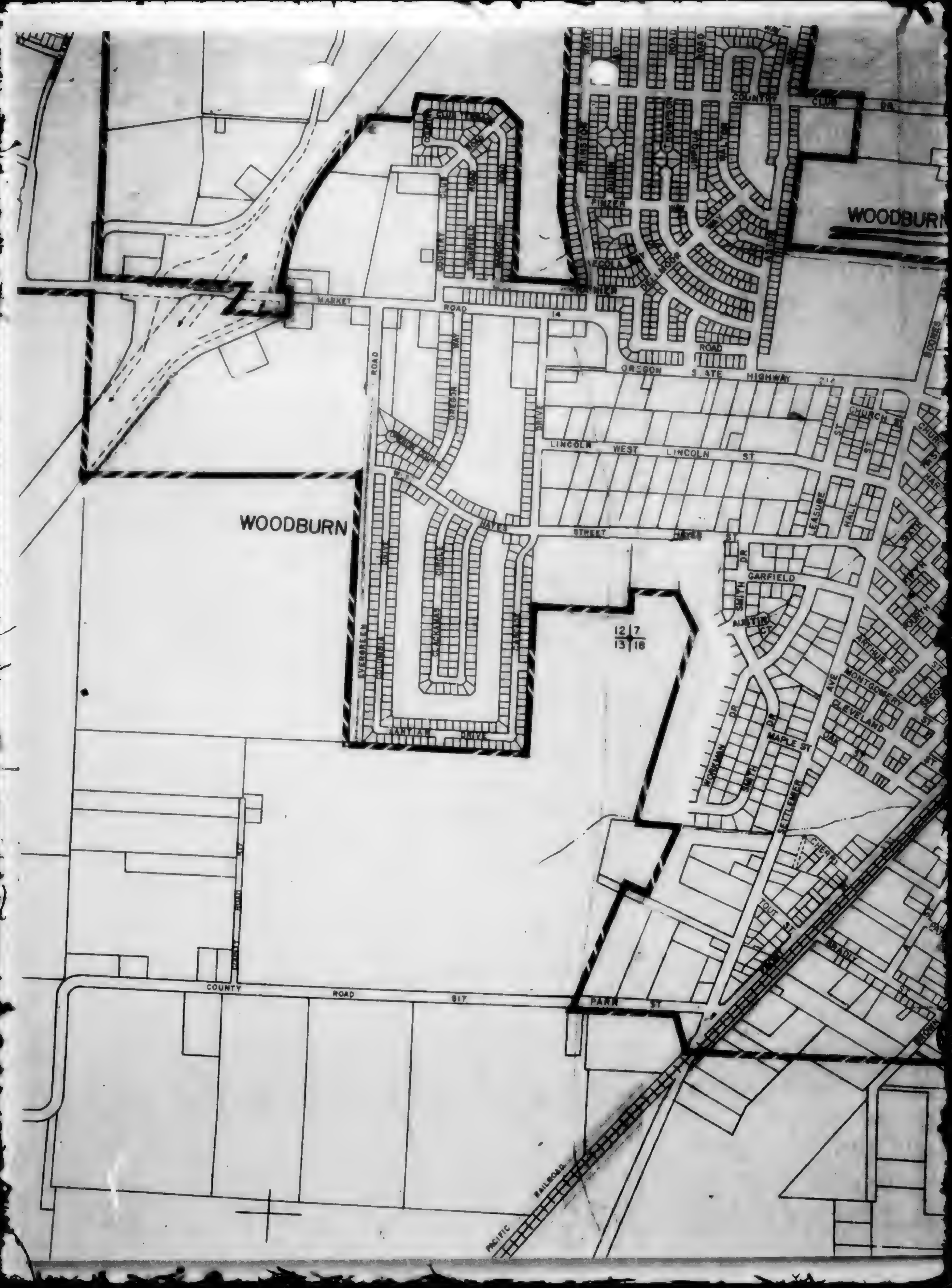
FIG. ⑪


P/L
P/L
50'
5' WALK (TYPICAL)
34'
CURB & GUTTER
2 1/2" A.C. PAVEMENT
2" 3/4"- 0"CRUSHED GRAVEL
6" 1 1/2"- 0"CRUSHED GRAVEL

## TYPICAL SECTION
## GATCH STREET

NO SCALE

23 SEPT. 1974
L. A. SCHAUDIES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WOODBURN
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STREET
HAYES ST.
LEASURE ST
HALL ST
GARFIELD
SMITH DR.
AUSTIN CT.
ARTHUR ST
AVE
MONTGOMERY
CLEVELAND
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MAPLE ST
WORKMAN DR.
SMITH DR.
SETTLEMIER
TOUT ST
BRADY
PARR ST
COUNTY ROAD 617
PACIFIC RAILROAD
EVERGREEN
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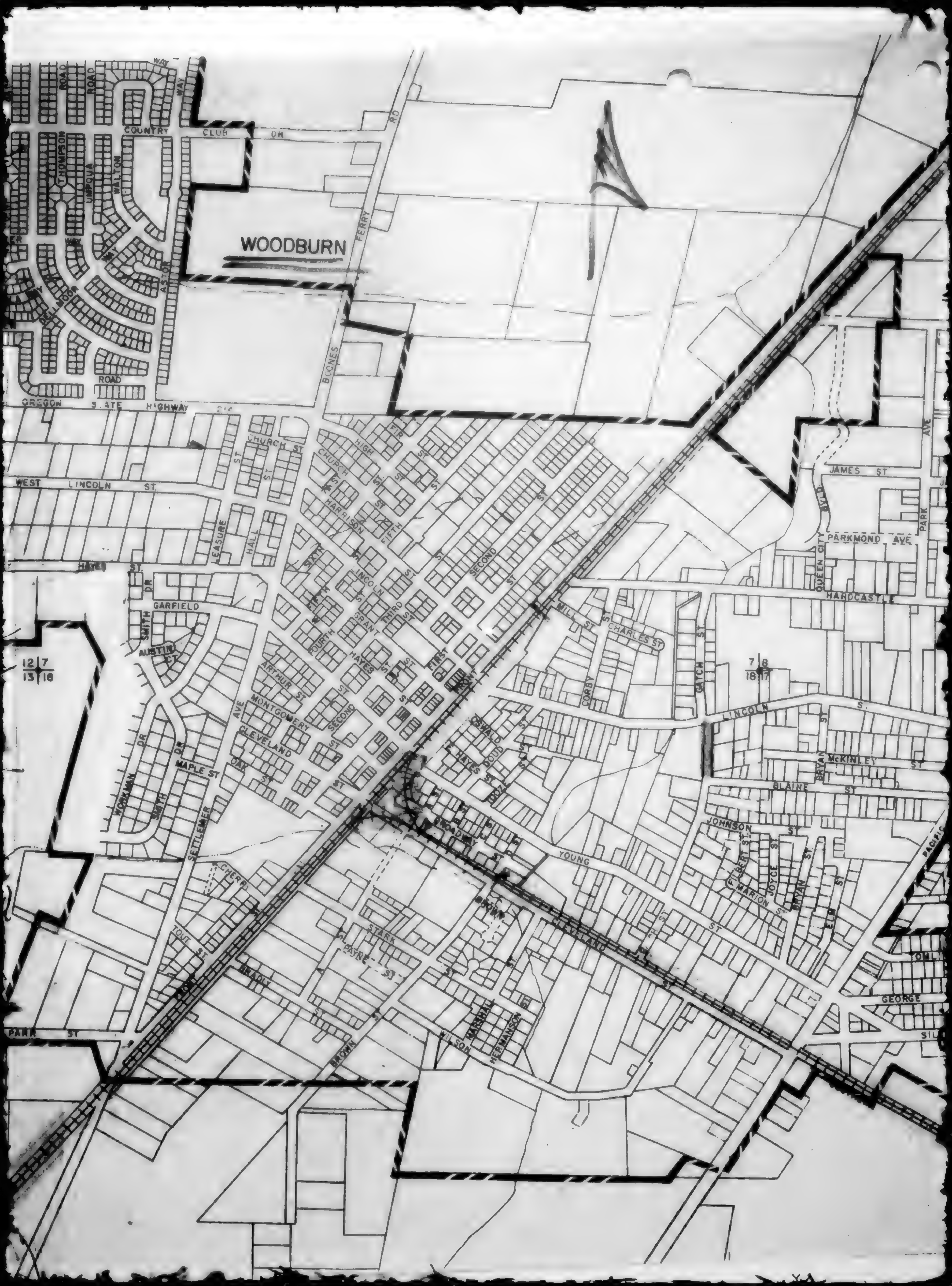

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FIFTH
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HAYES ST
SMITH DR
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AUSTIN CT
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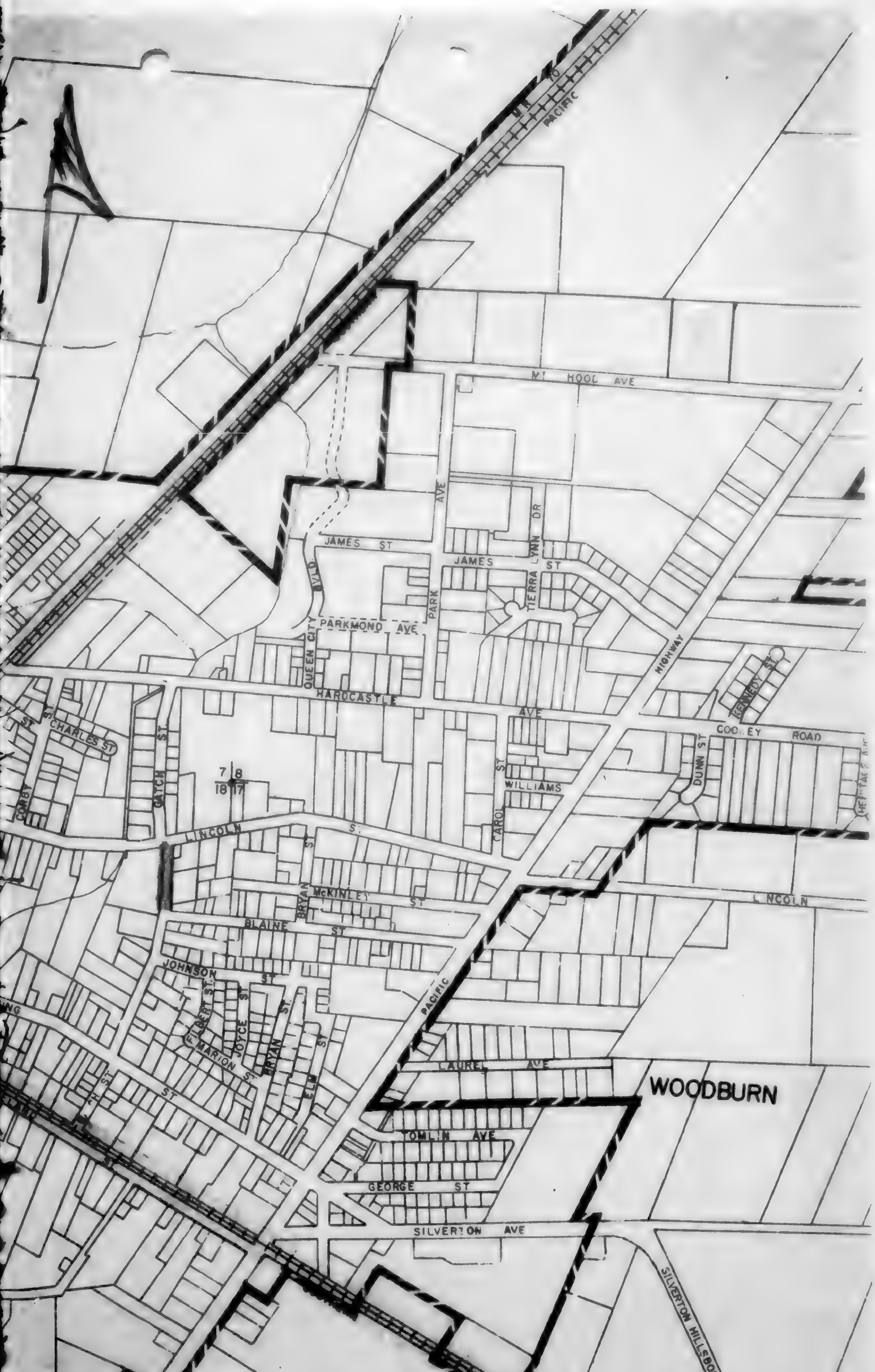
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WOODBURN
TOMLIN AVE
GEORGE ST
SILVERTON AVE
SILVERTON HILLSBORO HIGHWAY

Rev. 5/28/74

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State [illegible] will have a better understanding [illegible] answer any [illegible] conditions.

Date September 24, 1974

Applicant Agency City of Woodburn

Federal Aid System Route No. N/A Route Name Cleveland Street

Project Name Cleveland Street Reconstruction - Front Street to Pacific Highway 99E.

Project Length 3,800 feet Project Location (Attached sketch map)

Project Description Reconstruction of roadway to 34 foot width complete with curbs, sidewalks, drainage facilities, lighting and striping with traffic buttons.

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Average Daily Traffic Over 2,000 Design Speed 35

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Travel Lanes Two Shoulders No

Medians No Parking

Sidewalks One side, deteriorated

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 34 Travel Lanes Two Shoulders No

Medians No Parking One side only

Curbed Yes Length Curb Radii 20 to 25

Sidewalk/Bikeway Sidewalk on South side

Other

FOOTNOTES:

Description of Proposed Roadway Work Excavation to proper subgrade, placement of adequate rock and asphalt and construction of curbs, walks and drainage facilities.

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 40 Minimum 40 Maximum 60

2. Will Additional [illegible] No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will applicant acquire right-of-way and have State review negotiations? N/A
   Yes ______ No ______

5. Should State negotiate and acquire right-of-way in behalf of applicant? N/A

6. Should State prepare options? Yes ______ No ______

7. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
   No If so, explain
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
   If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

   Location None
   Type
   Phases
   Type of Suspension

Interconnection

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? Included in project

## IV. ILLUMINATION DATA

1. Present Illumination and Location: Mercury vapor at 400 to 800 foot spacing on Cleveland Street.

2. Proposed Illumination:

Location Cleveland Street

Type High pressure sodium at appropriate spacing.

## V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Size

To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination needed?

Are there [illegible]

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes Location At Southern Pacific right-of-way adjacent to Front Street

Type of existing crossing At grade
Existing crossing protection Signal and automatic gates

Name of Railroad Southern Pacific
Number of tracks: Mainline 1 Siding 2 Total 3
Angle of Intersection Varies $45^0$ to $90^0$
Sight distance: (Direction) North Distance Over 2,000 ft.
(Direction) South Distance Over 2,000 ft.
Number of Trains: Passenger 2 Speed 45+
Freight 19 Speed 45+

2. Will existing railroad crossing be altered? No

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

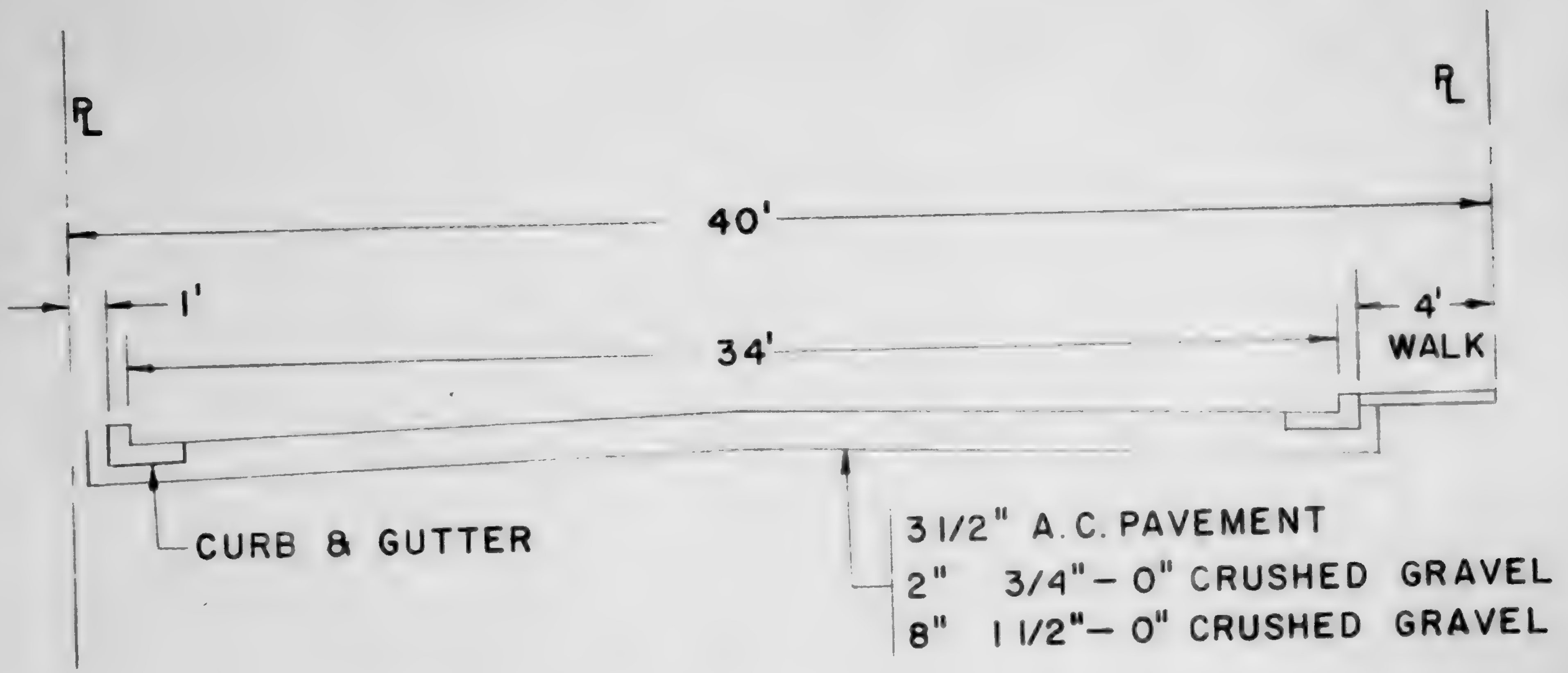
| | |
|---|---|
| | $ 171,000 |
| Roadway Work | -0- |
| Right-of-Way Costs (If participating) | 2,000 |
| Traffic Control | 6,600 |
| Illumination | -0- |
| Structures | -0- |
| Railroad | -0- |
| Other Xxxxxxxxxxx Engineering & Contingencies | 42,700 |
| PROJECT TOTAL | $ 222,300 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City ~~of~~ of Woodburn
By Harry W. Loeser City Mgr
By Rolland Baxter, Dir. P.W.

Marion County
By
By
By



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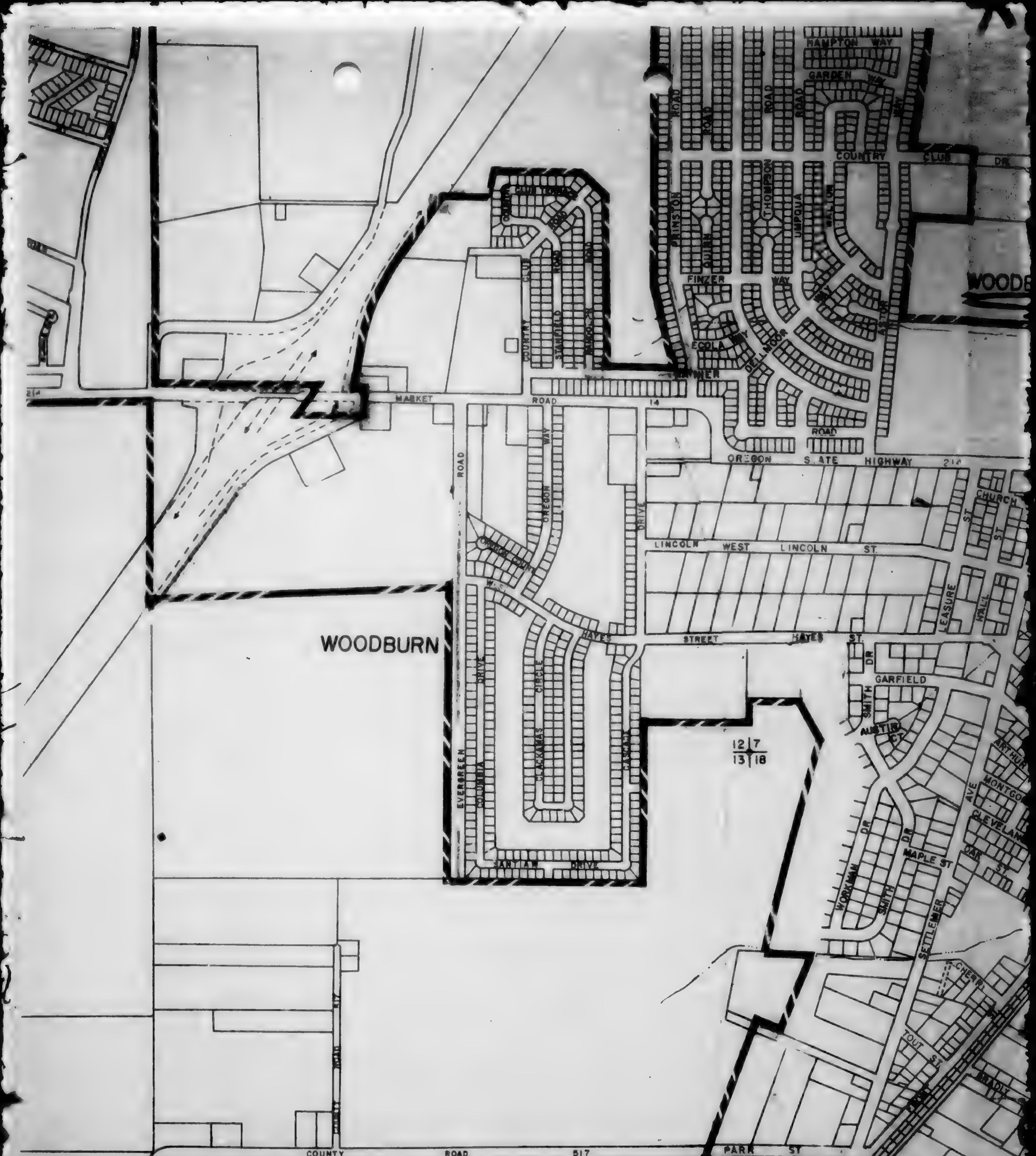
WALK
CURB & GUTTER
3 1/2" A.C. PAVEMENT
2" 3/4"– 0" CRUSHED GRAVEL
8" 1 1/2"– 0" CRUSHED GRAVEL

## TYPICAL SECTION
## CLEVELAND STREET

NO SCALE

23 SEPT. 1974
L. A. SCHAUDIES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THOMPSON ROAD
UMPQUA ROAD
FINZER WAY
ECOLA WAY
ASTOR
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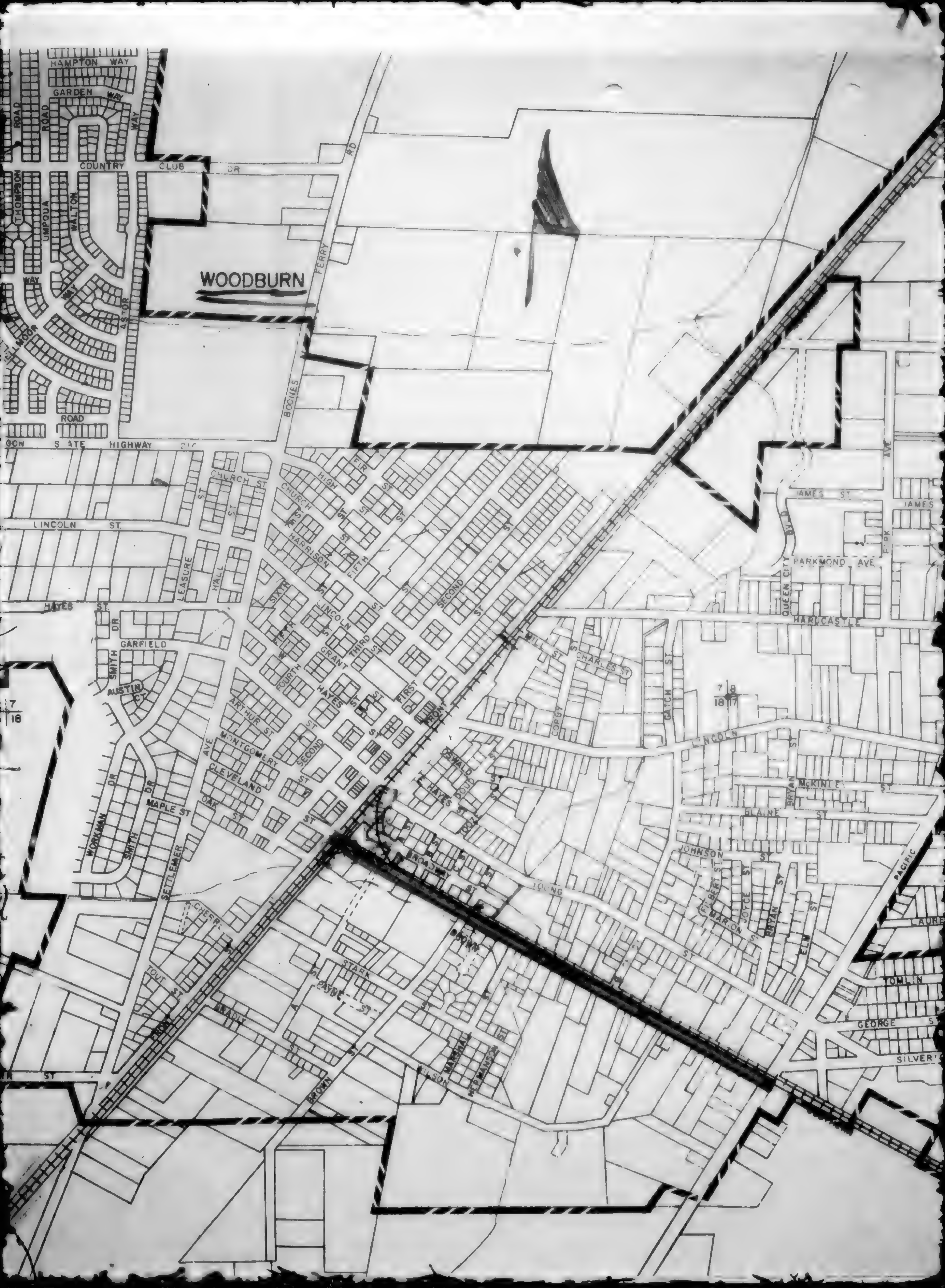
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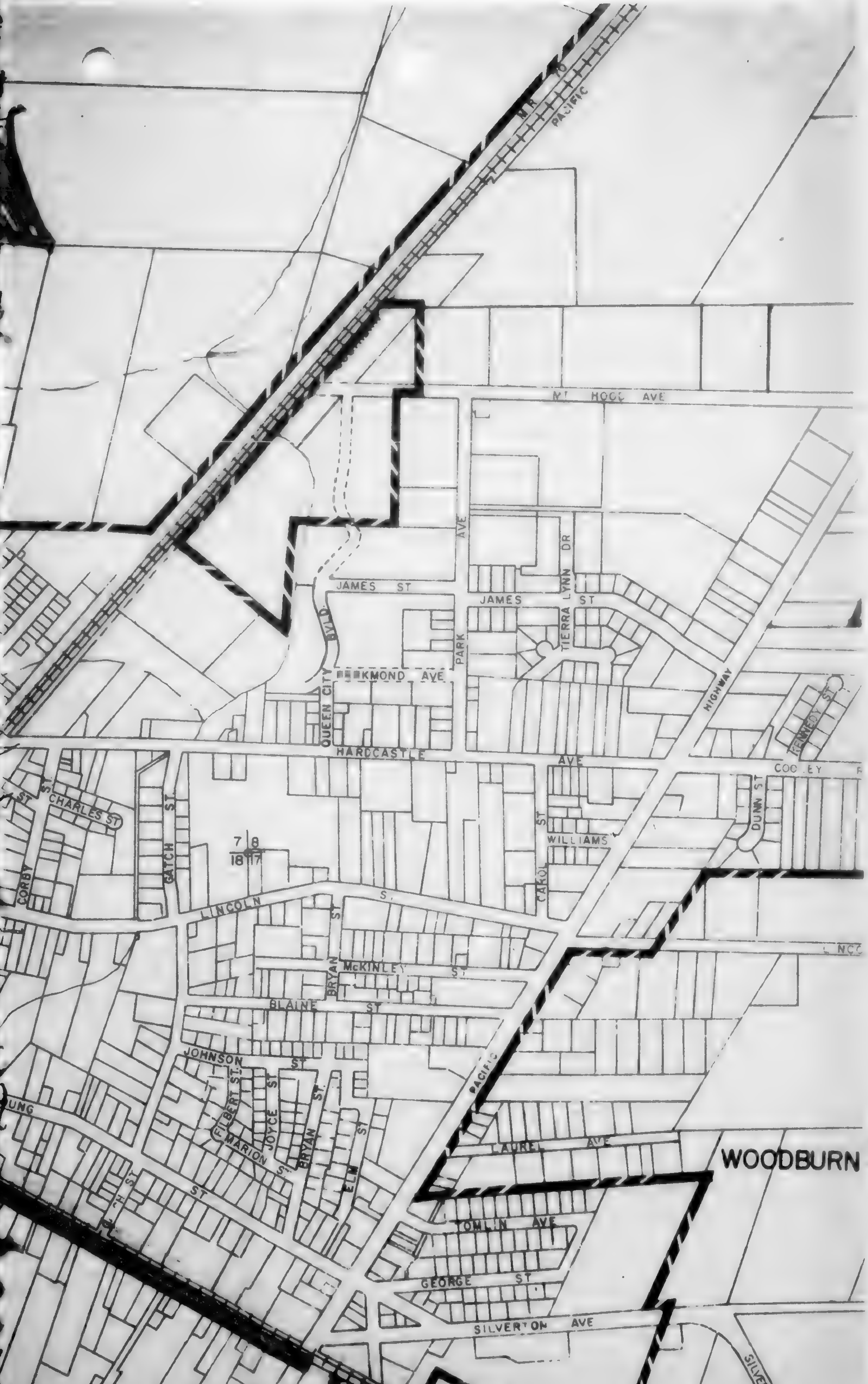
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GEORGE ST
SILVERTON AVE
SILVERTON HILLSBORO HIGHWA

WOODBURN 1889 CITY OF UNITY

# CITY OF WOODBURN

550 North First Street · Woodburn, Oregon 97071 · 981-5020

Department of Public Works

September 24, 1974

Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 E. State St.
Salem, OR 97310

Re: FAU System - Woodburn

Dear Mr. Stearns:

At their regular meeting of September 23, 1974, the City Council of Woodburn adopted the following priority listing of eligible improvement projects and directed the staff to submit the necessary applications:

| PRIORITY | PROJECT | APPROX. COST |
|---|---|---|
| 1. | Re-alignment of Gatch at Lincoln | $ 38,000 |
| 2. | Re-construction of Cleveland St. | 222,000 |
| 3. | Signalization at Hardcastle & 99 | 80,000 |
| 4. | Re-construction of Park Ave. | 129,000 |
| 5. | Re-alignment of "S" curve on Hwy.214 | 500,000 (over) |
| 6. | Re-construction of Mt. Angel Hwy. within City Limits | unknown |

Enclosed you will find copies of the material submitted to the Council for their consideration. I have forwarded this information to the County for their necessary review and have requested they respond directly to your office.

Also enclosed are project request forms for the first two (2) priority projects. Our current funding levels will enable us to immediately provide assurance of funding for the Gatch Street project. Funding for the Cleveland Street project cannot be guaranteed, however, until a bond issue is secured. The probability of such bonding approval is quite high.

Must await City Funding OK.

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ■ UE
☐ UPE ☐ OE ☐ RE ☐ RPE ☐

We appreciate the significant help your office has provided and wish to continue the good working relationship we have enjoyed. If any additional information is required or errors have been made, please advise this office so we may comply.

Yours truly,

Rolland Baxter
Public Works Director

RB/blf
cc: Marion County
Encs: Council Material
Project Requests

REGION 2 ENGINEER
RECEIVED
SEP 24 1974
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

September 13, 1974

MEMO

TO: Acting City Manager

FROM: Public Works Dept.

SUBJECT: Urban Highway System Program

On September 11, I met with Mr. Phillip Stearns of the Highway Division for the purpose of discussing Woodburn's construction program as it relates to the 1973 Highway Act and the Urban Highway System Program. The City has received approval of their Federal Aid Urban (FAU) system and now needs to select priority projects to be submitted for funding.

In discussions with Mr. Stearns, he pointed out the necessity of setting priorities "in light of available funds, need and ab ility to obligate the funds within the time constraints". With this in mind, I have reviewed the available data and recommend the Council adopt the following priority list:

| PRIORITY | PROJECT | APPROX. COST |
|---|---|---|
| 1. | Re-alignment of Gatch at Lincoln | $ 38,000 |
| 2. | Re-construction of Cleveland St. | 222,000 |
| 3. | Signalization at Hardcastle & 99 | 80,000 |
| 4. | Re-construction of Park Ave. | 129,000 |
| 5. | Re-alignment of "S" curve on Hwy.214 | 500,000 (over) |
| 6. | Re-construction of Mt. Angel Hwy. within City Limits | unknown |

A detailed discussion of each project and the reasoning for its inclusion in the priority list at the suggested priority level is attached. These projects have been reviewed by Mr. Stearns and Mr. Ted Kuenzi of Marion County and their general concurrance has been secured. If the priority, list is adopted as suggested, the follow-up action would be as follows:

1. Council to pass motion to approve priority list.
2. Council to pass motion authorizing staff to submit applications for priorities 1 and 2.
3. Council to set bond election date and pass bond election ordinance for funding priority 2 project.
4. Staff to make applications for priorities 1 and 2.
5. If projects are approved, follow-up legislation and funding guarantees will be required. Reports would be made to you and the Council as conditions warrant.

I recommend this be submitted to the Council for their consideration at the earliest possible date.

Rolland Baxter
Public Works Director

RB/blf

## PRIORITY 1 - REALIGNMENT OF GATCH AT LINCOLN

This project calls for the acquisition of additional right-of-way and the construction of approximately 400 feet of roadway 34 feet wide complete with drainage, curbs and sidewalks. The improvement would replace a badly deteriorated and old "county road" section. It would improve traffic and pedestrian safety and provide for the completion of Gatch Street from Hardcastle Ave. to Cleveland Street.

Since the project includes right-of way acquisition, the project will take some additional time to get to the construction phase due to stringent purchase requirements. Purchasing of property would probably be handled by the State.

The total project cost including land acquisition and engineering would be approximately $38,000. Funding would be $29,600 federal and $8,400 local. It is possible that of the $8,400 of local funds, the State may pick up $4,200. The City should budget the full $8,400, however. If the project is secured this budget year, the City's share of funding is available in the street budget. If the project is undertaken next year, the funds will have to be re-budgeted.

This project was given a high priority because of the size of the project (within the allocated Woodburn share of $39,000) and it's high priority under the old TOPICS program. With the exception of the right-of-way acquisition, there are no major problems associated with the improvement.

## PRIORITY 2 - CLEVELAND STREET

This project calls for the re-construction of approximately 3,800 feet of roadway to a 30 or 34 foot width complete with drainage, curbs and sidewalks. The improvement would replace a badly deteriorated 20 foot wide, uncurbed roadway. I would improve traffic and pedestrian safety on this major east-west route. Cleveland Street lies in a rapidly growing portion of the City and is the only principle access to a significant portion of Woodburn's residential community.

The project cost poses as the major stumbling block to the successful completion of the improvement. The total project cost of $222,000 cannot be funded entirely under the FAU program and will, therefore, require additional funding from other sources. Two other sources of funding available might be through an assessment district and through a bond issue. An assessment district was initiated some months ago but is currently inactive. This district or a similar district could be reviewed to provide a portion of the funding. A bond issue in the amount of $216,000 was submitted to the voters earlier this year but was defeated. A bond issue in a reduced amount could be submitted to the voters in December concurrently with the Fire Facilities bond issue. If passed, the entire project could be completed; but if the issue failed, the scope of the Cleveland job could be reduced and only a portion of the project completed. Funding breakdown would be approximately as follows:

|  |  |  |
|---|---|---|
| Unused 1974 FAU Allocation |  | $ 9,000 |
| 1975 FAU Allocation |  | 39,000 |
| Local Matching |  | 11,000 |
| Local Assessment |  | 60,000 |
| Bond Issue |  | 103,000 |
|  | TOTAL | $222,000 |

While this project requires a mix of funding alternates, it is possible that the necessary assessment and bond funds could be made available within the required time frame. Since 1974 allocations must be committed by July 1, 1976, however, it is not advisable that we put all of our emphasis on this project for the first priority. By scheduling it as priority two, it is probable that both the first and second priorities could be constructed.

## PRIORITY 3 - SIGNALIZATION AT HARDCASTLE AND 99

This project calls for the installation of traffic signals at the intersection but also necessitates the completion of street improvements. The street improvements needed involve considerable work on Hwy. 99 for which FAU funds cannot be expended. The project will, therefore, require some State funding of improvement on 99 under the Federal Aid Primary (FAP) program.

Due to the necessity of scheduling a preceeding or concurrent improvement on 99, it is not feasible to schedule this installation at a higher priority. If FAP funds are used on 99, the signal could still be installed with the 1976 allocation expected to be approximately $40,000 and still have priorities 1 and 2 constructed.

While signalization of Lincoln and 99 will provide some benefits to the flow at this intersection, it is expected that by 1976 or 1977, the Hardcastle intersection will meet the warrants for signalization. The commercial growth of the area, the major housing developments to the East and increased Hwy. 99 traffic have all added to the volumes at this intersection.

## PRIORITY 4 - PARK AVENUE

This project calls for the re-construction of Park Avenue from Hardcastle to Mt. Hood Avenue (2,200 feet). The improvement would be a 34 foot street complete with curbs, walks and drainage, and would replace a current 20 foot non-curbed roadway. While the current roadway is in fair condition, it is expected that over the next several years the roadway will deteriorate because of increased useage and general inadequate construction. The road is an old county or rural roadway designed for low traffic volumes.

Since the project cost exceeds available FAU funds, local assessments would be needed to provide a portion of the funding.

### PRIORITY 5 - S CURVE RE-ALIGNMENT

This project calls for the re-alignment and re-construction of Hwy. 214 in the vicinity of Princeton Road. This project has long been a high priority project on everyone's list, but available funds make it an unlikely candidate for the FAU program at the current funding level. The estimated project cost is in excess of $500,000 and will almost certainly require funding sources not yet identified.

### PRIORITY 6 - MT. ANGEL HIGHWAY INSIDE CITY LIMITS

This project calls for the re-construction of that portion of the Mt. Angel Highway which lies within the corporate limits of the City. The project has little direct benefit to Woodburn citizens and, in fact, has already been allocated some funds under the State Highway Bonding program.

### SUMMARY

The 1973 Highway Act provides highway funds to Woodburn at a level of approximately $39,000 per year for each of the 74, 75 and 76 fiscal year periods. With proper selection of priority projects and a significant effort at securing additional funding for the various project, it is possible to secure over the next four years the first three priority projects.

Direction should be given at this time for the staff to proceed with projects which would commit the 74 and 75 allocations of $39,000 each. This would be done by selecting the first and second priorities as listed or selecting alternate projects determined to be of a higher priority.

8390 Hubbard (5th St.) Sec. 1976
City Street
(Grading & paving)

C + A 5480 10-22-75

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Hubbard
City Hall
Hubbard, OR 97032
Attention of Mrs. Judy Bogle

Request No. (assigned by staff engineer or head of division) cc 1677
Date December 22, 1976
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment Program
5th Street, Contract 8390

Covered by Agreement dated 10/17/75

**Itemized Statement:**

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | City's Advance Deposit | | $4,200.00 |
| | | As per attached statement | | |
| | | Final Cost | $28,085.85 | |
| | | Agreed State's Share | 25,000.00 | |
| | | Agreed City's Share | | 3,085.85 |
| | | BALANCE DUE CITY | | $1,114.15 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution:<br>324-1490-295 - $419.45<br>324-1729-295 - $2,666.40 |
| If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $4,200.00 | Submitted by:<br>F. F. Hildebrandt |
| Is this a partial or final request for billing? Final | Approved:<br>Division Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | |
| Give the number of the last previous request in connection with this same service. | Approved:<br>G. N. Hopkins Department Head or Staff Engineer |

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date December 22, 1976

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8390 Prefix 324-1729 Survey Prefix 324-1490

Street 5th Street

City Hubbard

| | |
|---|---|
| Payments to Contractor (~~see attached voucher~~) ........... | $ 24,219.38 |
| Engineering and Contingencies ........................... | 3,447.02 |
| Survey: Total $ 4,352.17<br>Prorated Share ............................. | 419.45* |
| TOTAL .............. | 28,085.85 |
| Agreed State Share | 25,000.00 |
| Agreed City Share | 3,085.85 |
| City Advance Deposit | 4,200.00 |
| Balance Due City | $1,114.15 |

Reference: Outside Billing cc 1677

$$* \frac{\$4352.17 \times \$2,666.40}{\$27,666.40} = \$419.45$$

REGON STATE HIGHWAY DIV.

# CONTRACT PAYMENT VOUCHER - COVER SHEET

| | | | |
|---|---|---|---|
| FISCAL YEAR<br>'76-77 | PAYEE<br>Cascade Construction Co., Inc.<br>PO Box 4267<br>Portland, OR 97208 | VOUCHER DATE<br>10-21-76 | TOTAL AMOUNT<br>$ 1,334.70 |

17567

| | |
|---|---|
| CONTRACT NO.<br>8390 | ESTIMATE NO.<br>2 Final |
| PERIOD COVERED:<br>To 9-7-76 | |
| APPROVED: | |
| DESIGNATED AUTHORITY | |

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

## CONTRACTOR'S CERTIFICATE

I, ✓ Jon E. Morris certify that I am ✓ Vice President of Cascade Construction Co., Inc. of (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
NOV 2 1976
HIGHWAY ACCOUNTING

RECEIVED
1976
HIGHWAY ACCOUNTING

✓ Jon E. Morris VP
(Signature)

mailed 10/26/76

RM 81-734-1020

```
                                     324   1727    205    00                                                      5.6
                                     324   1727    900    00                                                    731.3
..........................................................** JOB TOTALS **           **                  **    24,714.3

                                                                                                                21,356.3
SCIO-NW 1ST ST                       324   1728    295    00                                                      7.5
                                     324   1728    900    0C
                                                       ** JOB TOTALS **           **                  **    21,363.3
...........................................................................................................................
5TH ST (HUBBARD CITY ST)             324   1729    201    00              123.73       24,343.11              24,343.1
                                     324   1729    204    00            1,210.97
                                     324   1729    900    00                6.24        3,445.96               3,445.9
                                     324   1729    900    00 &                              7.30                   7.3
                                                       ** JOB TOTALS **   1,340.94  **  27,796.37  **          27,796.3
...........................................................................................................................
1ST 2ND & 4TH STS (HERVIAS)          324   1730    201    00                           17,622.55              17,622.5
                                     324   1730    204    00                              881.13CF                881.1
                                     324   1730    900    00                            1,358.91               1,358.9
                                     324   1730    900    00 -                              9.41                   9.4
                                                       ** JOB TOTALS **             **  18,609.74  **          18,609.7
...........................................................................................................................
   ST-MAIN ST MT ANGEL               324   1731    295    00                            2,000.00               2,000.0
                                                       ** JOB TOTALS **             **   2,000.00  **           2,000.0




                                                                                     NOVEMBER 1976           PAGE  364
   TO DATE JOB COST SUMMARY
                                                                                         FISCAL             GRAND TOTAL
   RIPTION OF JOB OR DEPARTMENT     PREF       FUNCTION   GR   CURRENT MONTH          YEAR TO DATE          TO DATE
                                     324   1732    902    00                           12,500.00              12,500.0
                                     324   1732    904    00              100.96          100.96                 100.9
                                                       ** JOB TOTALS **     100.96  **  12,600.96  **          12,600.9
...........................................................................................................................
   LOW CRK BR HEPPNER                325   1707    902    00                                                  25,000.0
                                                       ** JOB TOTALS **             **             **          25,000.0
...........................................................................................................................
[redacted]
```

OREGON STATE HIGHWAY DIVISION

## CONTRACT PAYMENT VOUCHER

| | | | |
|---|---|---|---|
| COUNTY MARION | CONTRACT NO. 8390 | ESTIMATE NO. 2 | PREFIX NO's. |
| HIGHWAY CITY STREET | FEDERAL AID PROJECT NO. | | |
| SECTION HUBBARD (5TH ST) | | | |

FORM 81-734-1020

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUN |
|---|---|---|---|---|---|---|
| 001 | 9N REMOVAL OF STRUCTURES ANDOBSTRUCTIONS | LUMP SUM | 2500.0000 | 100.000 | 2500.00 | 2500.0 |
| 002 | 9N GENERAL EXCAVATION | LUMP SUM | 600.0000 | 100.000 | 600.00 | 600.0 |
| 003 | 9N COARSE AGGREGATE BASE | CU YDS | 19.5000 | 19.000 | 370.50 | 370.5 |
| 004 | 9N CEMENT-TREATED SUBGRADE | SQ YDS | 1.8500 | 2,740.000 | 5069.00 | 5069.0 |
| 005 | 9N CEMENT IN TREATED SUBGRADE | TONS | 60.0000 | 76.520 | 4591.20 | 4591.2 |
| 06 | 9N ASPHALT IN SEAL | TONS | 150.0000 | 5.100 | 765.00 | 765.0 |
| 07 | 9N CLASS C ASPHALT CONCRETE 2 INCHES THICK | SQ YDS | 2.5000 | 2,904.180 | 7260.45 | 7260.4 |
| 008 | 9N CONCRETE SUMPS | ONLY | 2200.0000 | 1.000 | 2200.00 | 2200.0 |
| | PRICE AGREEMENT ITEMS | | | | | |
| 30101 | 9N SAND MAT OVER CEMENT TREATED SUBGRD | CU YDS | 27.3000 | 31.620 | 863.23 | 863.2 |
| | FORCE ACCOUNT ITEMS | | | | | |
| 601 | 9N FURNISH MAILBOX POSTS 94001 | | | | 123.73 | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | | |
|---|---|---|---|
| DATE 10 21 76 PG. 01 8390 | TOTAL CONTRACT ITEMS | 24219.38 | 24219. |
| PREVIOUS VOUCHER NO. 13021 | % RETAINED ON CONTRACT ITEMS | | 1,210.9 |
| CHECKED BY: PGO/sb | FORCE ACCOUNT | 123.73 | |
| | | 24,343.11 | 23,00 |

CHER

COUNTY MARION
CONTRACT NO. 8390
ESTIMATE NO. 2
PREFIX NO'S.
HIGHWAY CITY STREET
FEDERAL AID PROJECT NO.
SECTION HUBBARD (5TH ST)

| MS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PRE[illegible] | PRESENT A[illegible] |
|---|---|---|---|---|---|---|
| RES ANDOBSTRUCTIONS | LUMP SUM | 2500.0000 | 100.000 | 2500.00 | [illegible] | |
| | LUMP SUM | 600.0000 | 100.000 | 600.00 | [illegible] | |
| SE | CU YDS | 19.5000 | 19.000 | 370.50 | [illegible] | |
| RADE | SQ YDS | 1.8500 | 2,740.000 | 5069.00 | [illegible] | |
| SUBGRADE | TONS | 60.0000 | 76.520 | 4591.20 | [illegible] | |
| | TONS | 150.0000 | 5.100 | 765.00 | [illegible] | |
| NCRETE 2 INCHES THICK | SQ YDS | 2.5000 | 2,904.180 | 7260.45 | [illegible] | |
| | ONLY | 2200.0000 | 1.000 | 2200.00 | [illegible] | |
| ITEMS<br>NT TREATED SUBGRD | CU YDS | 27.3000 | 31.620 | 863.23 | [illegible] | |
| EMS<br>STS 94001 | | | | 123.73 | | [illegible] |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | AMOUNT TO DATE | PRE[illegible] | PRESENT A[illegible] |
|---|---|---|---|---|
| 8390 | TOTAL CONTRACT ITEMS | 24219.35 | [illegible] | |
| | % RETAINED ON CONTRACT ITEMS | | 1,210.97 | 1,210.97 |
| | FORCE ACCOUNT | 123.73 | | [illegible] |
| | | [illegible] | [illegible] | |

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|
| N 5TH ST (HUBBARD) | 324 | 1490 | 901 | 00 | | | | 2,186.77 |
| 12-8 | 324 | 1490 | 905 | 00 | | | 3.10 | 973.53 |
| | 324 | 1490 | 910 | 00 | | | | 723.77 |
| | 324 | 1490 | 914 | 00 | | | | 84.47 |
| | 324 | 1490 | 920 | 00 | | | | 22.34 |
| | 324 | 1490 | 921 | 00 | | | 55.77 | 146.24 |
| | | | ** JOB TOTALS ** | | | ** | 58.87 ** | 4,[illegible].17 |
| CITY STS IN GERVAIS PAVING | 324 | 1491 | 901 | 00 | | | 87.26 | 1,341.5[illegible] |
| | 324 | 1491 | 905 | 00 | | | 1.1[illegible] | [illegible] |
| | 324 | 1491 | 910 | 00 | | | | 1,[illegible] |
| | 324 | 1491 | 914 | 00 | | | | [illegible] |
| | 324 | 1491 | 920 | 00 | | | | [illegible] |
| | 324 | 1491 | 921 | 00 | | | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | | ** | [illegible] ** | [illegible] |
| SE [illegible]H AVE (TROUTDALE) | 324 | 1492 | 901 | 00 | | | | [illegible] |
| | 324 | 1492 | 905 | 00 | | | | [illegible] |
| | 324 | 1492 | [illegible] | 00 | | | | [illegible] |
| | 324 | 1492 | 910 | 00 | | | | [illegible] |
| | 324 | 1492 | 920 | 00 | | | | [illegible] |
| | 324 | 1492 | 921 | 00 | | | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | | ** | [illegible] ** | [illegible] |
| N DPC AVE (ROCKAWAY) | 324 | [illegible] | 901 | 00 | | 1,0[illegible] | 1,0[illegible] | 1,[illegible] |
| | 324 | [illegible] | 910 | 00 | | 146.[illegible] | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | | 1,2[illegible] ** | 1,[illegible] ** | 1,[illegible] |
| JOSEPH (HUBER FIREBAUGH[illegible]) | [illegible] | [illegible] | [illegible] | 00 | | | | [illegible] |
| | [illegible] | [illegible] | [illegible] | 00 | | | | [illegible] |
| | [illegible] | [illegible] | [illegible] | 00 | | | | [illegible] |
| | [illegible] | [illegible] | [illegible] | 00 | | | | [illegible] |
| | | | ** JOB TOTALS ** | | | ** | ** | [illegible] |
| LENNOX & COMMERCIAL IN PLAINS | 324 | 1414 | 901 | 00 | | | | 900.6[illegible] |
| | 324 | 1414 | 905 | 00 | | | 4.75 | 1,216.5[illegible] |
| | 324 | 1414 | 910 | 00 | | | | 681.0[illegible] |
| | 324 | 1414 | 914 | 00 | | | | 91.2[illegible] |
| | 324 | 1414 | 920 | 00 | | | | 23.40 |
| | 324 | 1414 | 921 | 00 | | | 6.47 | 27[illegible].6[illegible] |
| | 324 | 1414 | [illegible] | 00 | | | | 26.94 |
| | | | ** JOB TOTALS ** | | | ** | 11.22 ** | 3,185.61 |
| LAFAYETTE (7TH ST) | 326 | 1441 | 905 | 00 | | | | 65.52 |
| | 326 | 1441 | 910 | 00 | | | 20.00 | 20.00 |
| | 326 | 1441 | 914 | 00 | | | | 134.94 |
| | 326 | 1441 | 920 | 00 | | | | 16.14 |
| | 326 | 1441 | 921 | 00 | | | | 424.83 |
| | 326 | 1441 | 9[illegible] | 00 | | | | 72.96 |

8390

October 26, 1976

The Travelers Indemnity Co.
Surety Dept.
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On October 18, 1976, we wrote to you concerning release of final payment on Contract No. 8390 awarded to Cascade Construction Company, Inc. for work on 5th Street in Hubbard in Marion County.

Final payment on this contract is $1,334.70 and the total contract amount is $24,343.11 including $123.73 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

8390

15

FORM E-1 REV 10-63

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hubbard (5th St.)

WEEK ENDING: September 18, 1976

SECTION PREFIX: 324-1729

HIGHWAY: City Street

COUNTY: Marion

NAME OF JOB: Hubbard (5th St.)

KIND OF WORK: Grading & Paving

CONTRACTOR: Cascade Constr. Co., Inc.

CONTRACT NUMBER: 8390

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 2, 1976

DATE WORK STARTED: August 18, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 40

WORK DAYS USED: 40

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 28,693.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 26,187.70

ENGINEERING AUTHORIZATION: $ 2,506.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,374.39

ENGINEERING COST TO DATE: $ 2,656.52

DATE PROJECT WAS COMPLETED: September 7, 1976

ESTIMATED PERCENT OVERRUN / UNDERRUN: -6.1 %

PERCENT OF AUTHORIZATION: 105.8 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | 100 | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.14 | | | | 0.14 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2,700 SY | | | | 3,000 SY |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2,740 SY | | | | 2,904 SY |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SEPTEMBER<br>SUNDAY 12 | Cloudy | | | |
| MONDAY 13 | " | | | |
| TUESDAY 14 | Showers | | | |
| WEDNESDAY 15 | Cloudy | | | |
| THURSDAY 16 | Rain | | | |
| FRIDAY 17 | Cloudy | | | |
| SATURDAY 18 | ? | | | |

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond SEP 21 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

On Tuesday, September 14,1976, G.W. Wimer in company with K.D. Wolfe held final inspection on project.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

[illegible] (5th Str).
[illegible] SCA

Memo - [illegible]

[illegible]
[illegible] the
That [illegible] Allotment
[illegible].
Project, [illegible] past
[illegible] the Devil
[illegible] right of way
about [illegible] it had been
by 5 feet [illegible]
[illegible]
to handle the situation. [illegible] she was
trying [illegible] get [illegible] by [illegible] meeting
Thursday [illegible] to [illegible] there [illegible]
ask for a stay of construction [illegible] move the street
to the middle of the right of way and let the street
jog.

I notified Ken Wolfe, Resident Eng. who will get in contact with the City recorder. also notified Chuck Fedrickson, Region Eng.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SCA

June 28, 1976

Mrs. Judy Bogle
City Recorder
City of Hubbard
City Hall
Hubbard, OR 97032

RE: 1976 Special City Allotment Project
North Fifth Street

Dear Mrs. Bogle:

Bids were received on the subject project June 24, 1976. There were two bidders, with the low bid being submitted by Cascade Construction Co., Inc. of Portland.

The following data is to substantiate the amount of advance deposit we are requesting from the city.

| | |
|---|---|
| Contractor's Bid | $25,060.00 |
| Engineering and Contingencies | 3,633.70 |
| | $28,693.70 |
| Estimated City's portion of Preliminary Engineering | $ 490.37 |
| | $29,184.07 |
| Less SCA Funds | 25,000.00 |
| City's Share of Costs | $ 4,184.07 |
| Required Advance Deposit (Rounded) | $ 4,200.00 |

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☒ UPE ☑ CE ☐ RE ☐ RPE ☐

The contract for this project will be awarded upon receipt of the City's advance deposit. Please make your check in the amount of $4,200.00 payable to the Oregon State Highway Division and FORWARD IT TO County-City Unit, 203 State Highway Building, Salem, Oregon 97310.

Very truly yours,

H
for Richard Unrein

FFH:dp

bc: E. S. Hunter
V. E. Skoog
C. O. Fredrickson, Region 2 Engineer

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## HUBBARD (5TH ST.) SECTION

## CITY STREET

## MARION COUNTY

State Project
0.14 Mile Grading and Paving

Bids Received June 24, 1976

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. | Removal of Structures and Obstructions | All Specified | | | $ 250.00 | 2500- |
| 2. | General Excavation | All Specified | | | 970.00 | 600- |
| 3. | Coarse Aggregate Base | 70 | cu.yds. | 19.50 15.00 | 1,050.00 | 1365- |
| 4. | Cement-Treated Subgrade | 2,700 | sq.yds. | 1.85 1.25 | 3,375.00 | 4995- |
| 5. | Cement in Treated Subgrade | 80 | tons | 60- 75.00 | 6,000.00 | 4800- |
| 6. | Asphalt in Seal | 4 | tons | 150- 130.00 | 520.00 | 600- |
| 7. | Class "C" Asphalt Concrete, 2 inches Thick | 3,000 | sq.yds. | 2.50 3.40 | 10,200.00 | 7500- |
| 8. | Concrete Sumps | 1 | only | 1,000.00 | 1,000.00 | 2200- |
| | | | | For Comparison of Bids | $23,365.00 | 24560- |

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | $23,365.00 | 24560- |
| Anticipated Additional Item: Furnish Mailbox Posts | 500.00 | 500- |
| | $23,865.00 | 25,060.00 |
| Contingencies (4-1/2%) | 1,073.93 | 1127.70 |
| Engineering (10%) | 2,386.50 | 2506.00 |
| Estimated Net Authorization, Construction | $27,325.43 | 28,693.70 |

[illegible] She Said She would [illegible]

```
OTAL TO DATE JOB COST SUMMARY                                              MAY 1976               PAGE [illegible]

                                                                            FISCAL              TOTAL [illegible]
ESCRIPTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION  [illegible]  CURRENT MONTH   YEAR TO DATE     TO DATE
                                   320  1485  [illegible] [illegible]                [illegible]      [illegible]
                                   320  1485  [illegible] [illegible]                [illegible]      [illegible]
                                   320  1485  520   00      6.70      6.70             6.70
                                   320  1485  521   [illegible]  [illegible]  [illegible]  [illegible]
                                         ** JOB TOTALS **   [illegible] **  [illegible] **   [illegible]

 FLORENCE (MAPLE ST)               320  1486  [illegible] [illegible]                [illegible]      1,[illegible]
                                   320  1486  [illegible] [illegible]                [illegible]        641.5[illegible]
                                   320  1486  [illegible] [illegible]                [illegible]         8[illegible].64
                                   320  1486  [illegible] [illegible]  [illegible]   [illegible]         [illegible]
                                   320  1486  521   [illegible]  [illegible]  [illegible]  [illegible]
                                         ** JOB TOTALS **   [illegible] **  [illegible] **  2,191.[illegible]

 COMMERCIAL ST (N[illegible])      [illegible]  1488  [illegible]  [illegible]  [illegible]  1,[illegible]  1,[illegible]
                                   320  1488  [illegible] [illegible]  [illegible]   [illegible]        [illegible]
                                         ** JOB TOTALS **   [illegible] **  [illegible] **  [illegible]

                                   [illegible]  1490  [illegible]  [illegible]                [illegible]  [illegible]
                                   [illegible]  1490  [illegible]  [illegible]                [illegible]  [illegible]
                                         ** [illegible] TOTALS **           **                 **

 IDAHO(CHURCH ST [illegible])      [illegible]  [illegible]  [illegible]  [illegible]        [illegible]  [illegible]
                                   [illegible]  [illegible]  [illegible]  [illegible]        [illegible]  [illegible]
                                         ** JOB TOTALS **                   **  [illegible] **   [illegible]

 N 5TH ST (HUBBARD)                [illegible]  [illegible]  [illegible]  [illegible]        [illegible]  [illegible].28
                                   [illegible]  [illegible]  [illegible]  [illegible]  [illegible]  [illegible]  958.07
                                   [illegible]  [illegible]  [illegible]  [illegible]  [illegible]  [illegible]  672.31
                                   [illegible]  [illegible]  [illegible]  [illegible]        [illegible]   93.6[illegible]
                                         ** JOB TOTALS **   [illegible] **  [illegible] **  3,809.34

 CITY STS IN GER[illegible] [illegible]  [illegible]  1491  [illegible]  [illegible]  [illegible]  [illegible]  1,082.84
                                   [illegible]  1491  [illegible]  [illegible]  [illegible]  [illegible]    16[illegible].86
                                   [illegible]  1491  [illegible]  [illegible]  [illegible]  [illegible]  1,2[illegible]
                                   [illegible]  1491  [illegible]  [illegible]               [illegible]     96.[illegible]
                                         ** JOB TOTALS **   [illegible] **  2,566.26 **  2,566.26

 SE 6TH AVE (TROUTDALE)            [illegible]  [illegible]  [illegible]  00   [illegible]  2,446.84   2,446.84
                                   [illegible]  [illegible]  [illegible]  00   [illegible]    509.72     509.72
                                   [illegible]  [illegible]  [illegible]  00   [illegible]    173.25     173.25
                                   [illegible]  [illegible]  510   00                       44.32      44.32
                                   [illegible]  [illegible]  [illegible]  00     6.70         6.70       6.70
                                   [illegible]  [illegible]  [illegible]  00   [illegible]    205.28     205.28
                                         ** JOB TOTALS **  1,[illegible] **  3,386.11 **  3,386.11

 JOSEPH (ALDER F[illegible])       332  [illegible]  901   00                          549.30     549.30
                                   [illegible]  [illegible]  [illegible]  [illegible]  210.86     210.86
```

```
                                             ** JOB TOTALS **                **        313.38  **       313.38
N 5TH ST (HUBBARD)              324   1490   901     00                              2,084.28         2,084.28
                                324   1490   905     00           675.46               958.07           958.07
                                324   1490   910     00            51.32               673.31           673.31
                                324   1490   914     00                                 93.68            93.68
                                             ** JOB TOTALS **     726.78   **     3,809.34  **     3,809.34

CITY STS IN GERVAIS PAVING      324   1491   901     00         [illegible]          1,082.84         1,082.84
                                324   1491   905     00         [illegible]            164.86           164.86
                                324   1491   910     00         [illegible]        [illegible]        1,222.36
                                324   1491   914     00                            [illegible]           96.20
                                             ** JOB TOTALS **   [illegible]  **   [illegible]  **     2,566.26

SE 6TH AVE (TROUTDALE)    [illegible]
                                             ** JOB TOTALS **   [illegible]  **   [illegible]  **  [illegible]

JOSEPH (ALDER F [illegible]     [illegible]
```

8370

Yellow
Hubbard

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 11, 1976

Duane O. Christensen

**FROM:** Duane O. Christensen
Final Design Engineer

**SUBJECT:** Hubbard (5th St.) Sec.
City Street
Marion County

**TO:** Ken Wolfe
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

| | | | |
|---|---|---|---|
| 9072 | 00 | Mainline, Centerline | Profile Grade |
| | 01 | Mainline, Centerline | Subgrade |

Attachment

**PRELIMINARY COPY**
MAY 5 1976
**SUBJECT TO CHANGE**
FINAL DESIGN UNIT

① Const. A
(For Deta

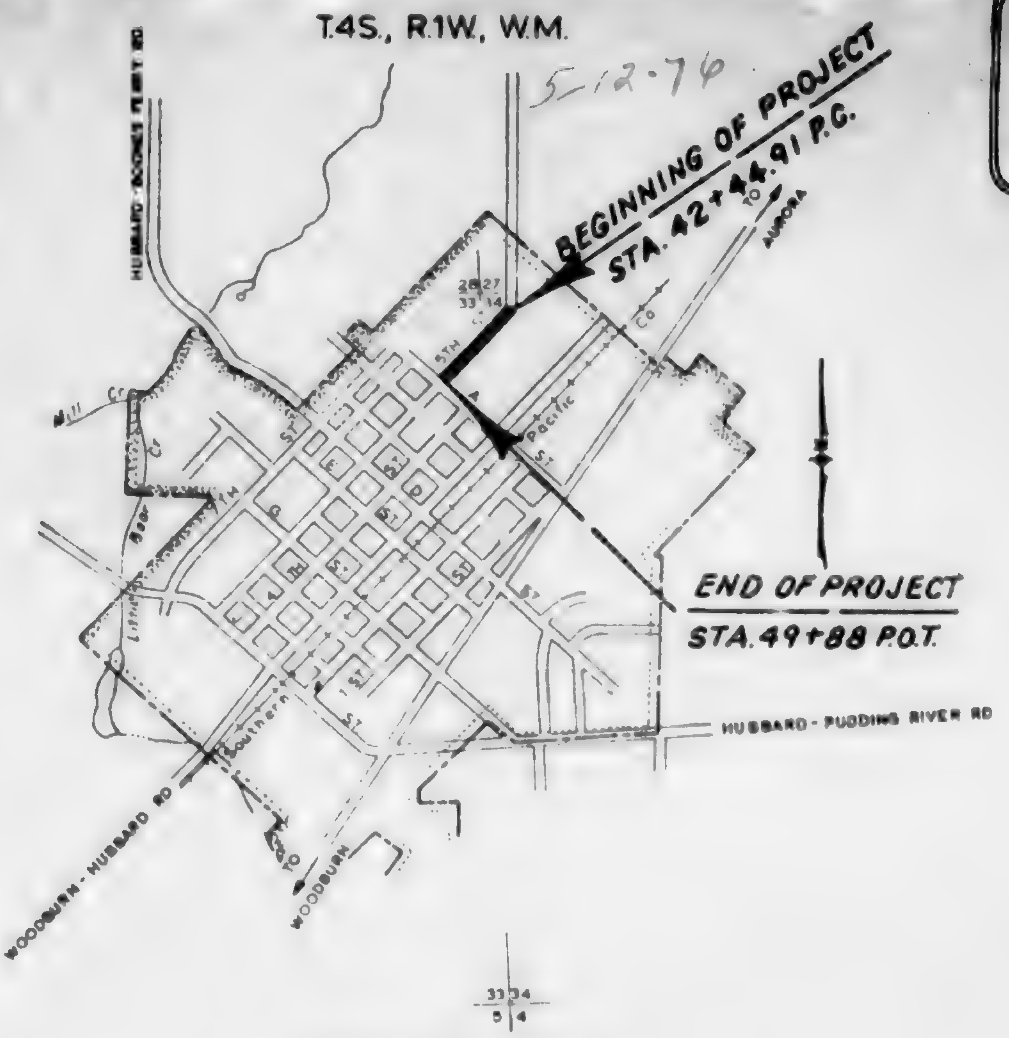
② Const. Str

③ Sta. 49+5
Const. Pre
(For Deta

No R/W

T.4S., R.1W., W.M.

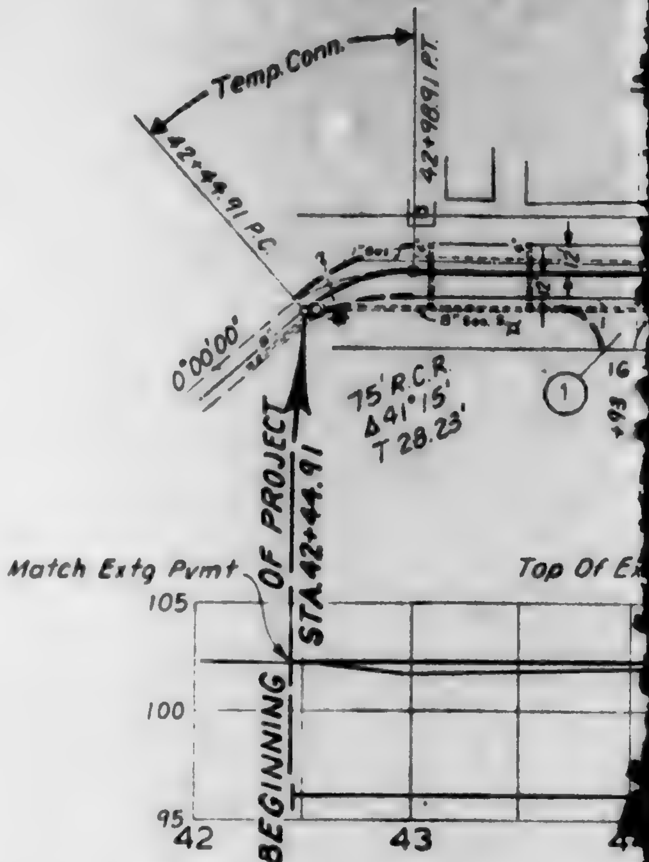
5-12-76



BEGINNING OF PROJECT
STA. 42+44.91 P.C.
END OF PROJECT
STA. 49+88 P.O.T.
HUBBARD-BOONES FERRY RD
TO AURORA
HUBBARD - PUDDING RIVER RD
WOODBURN - HUBBARD RD
TO WOODBURN
Mill Cr.
Pacific
Southern
33 34
5 4

Sketch Map

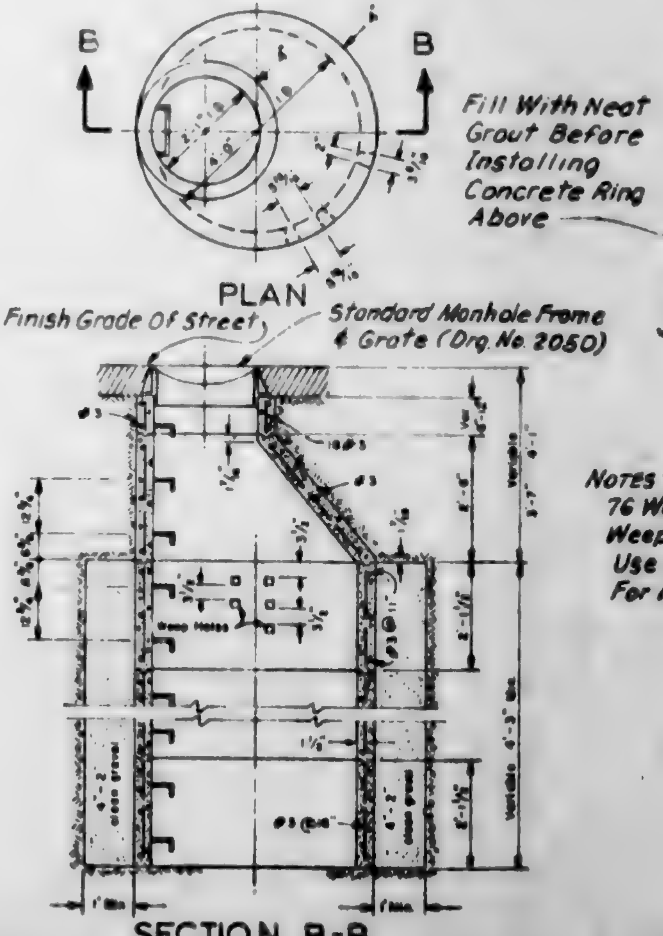
Scale 0 400 800 1200 Feet



Temp. Conn.
42+44.91 P.C.
42+98.91 P.T.
0°00'00"
75' R.C.R.
Δ 41°15'
T 28.23'
①
16
+93
BEGINNING OF PROJECT STA. 42+44.91
Match Extg Pvmt
Top Of Ex
105
100
95
42
43
4

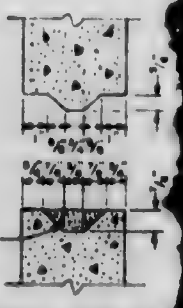
**RECEIVED**
COUNTY & CITY SECTION
MAY 14 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**APPROVED**
**CITY OF** Hubbard
**BY MAYOR**
**BY RECORDER** Judith Bogle
**DATE** 5-12-76



B
B
PLAN
Fill With Neat Grout Before Installing Concrete Ring Above
Finish Grade Of Street
Standard Manhole Frame & Grate (Drg. No. 2050)
Weep Holes
Variable

SECTION B-B
**PRECAST SUMP DETAIL**



JOINT DETAI

Notes
76 Weep Holes Per Rin
Weep Inside, 506 Sq.
Use 3300-1⅛ Compre
For Manhole Step De

**PRELIMINARY COPY**
SUBJECT TO CHANGE

Cole-Singer-Ulmer

PRI

PRELIMINARY COPY
MAY 5 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

① *Const. Appr. - 6 (Total)*
*(For Details, See Below)*

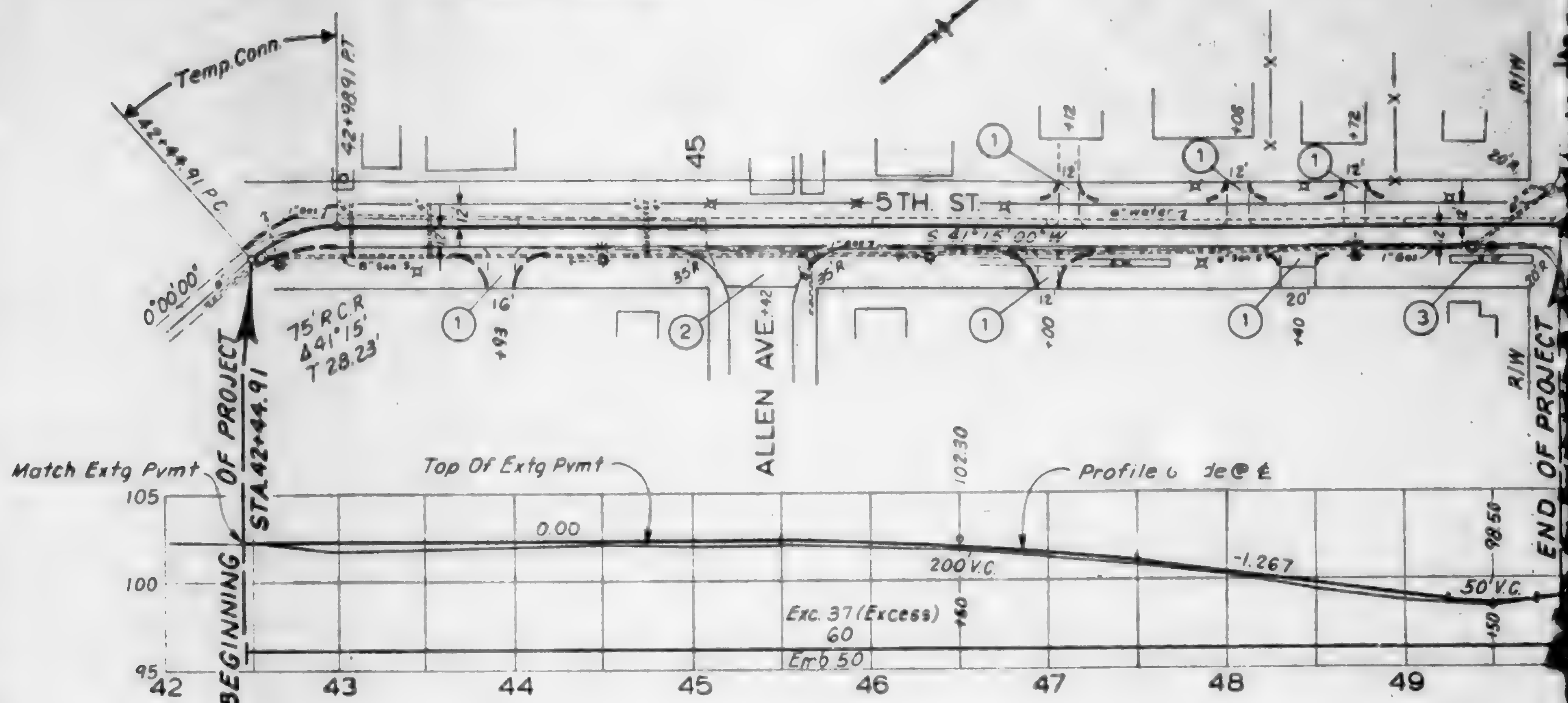
② *Const. Street Connection*

③ *Sta. 49+50, Rt.*
*Const. Precast Sump*
*(For Details, See Below)*

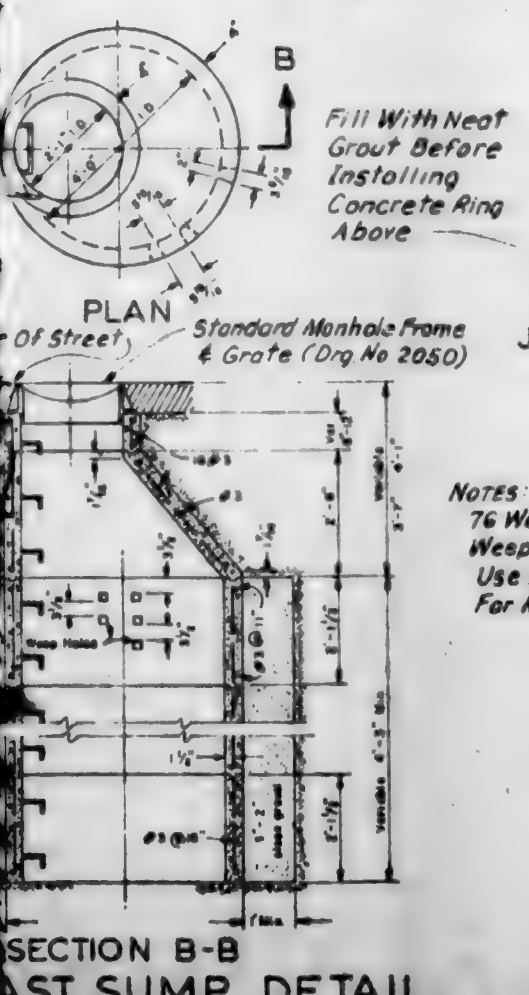
Sec. 33, T.4S., R.1W., W.M.

OREGON STATE H
GRADING
HUBBARD
CITY S
MARION

| FED. ROAD Div. No. | STATE |
|---|---|
| 10 | OREGON |

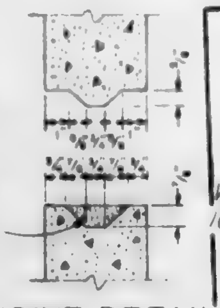


Temp. Conn.
42+44.91 P.C.
42+98.91 P.T.
0°00'00"
75' R.C.R.
Δ 41°15'
T 28.23'
45
5TH. ST.
S 41°15'00" W
ALLEN AVE.
R/W
①
②
③
12'
16'
20'
35'R
+93
+42
+72
+08
+12
+00
+40
BEGINNING OF PROJECT
STA. 42+44.91
END OF PROJECT
Match Extg Pvmt
Top Of Extg Pvmt
Profile Grade @ ℄
105
100
95
0.00
102.30
200 V.C.
-1.267
98.50
50' V.C.
Exc. 37 (Excess)
60
Emb. 50
42
43
44
45
46
47
48
49



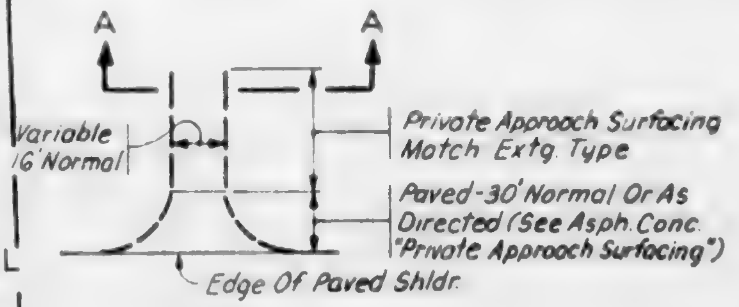
B
PLAN
Of Street
Standard Manhole Frame & Grate (Drg. No 2050)
Weep Holes

SECTION B-B
AST SUMP DETAIL



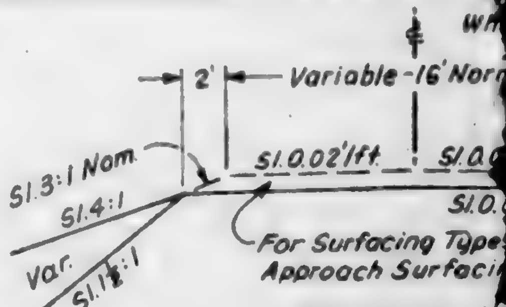
Fill With Neat Grout Before Installing Concrete Ring Above

JOINT DETAIL



A
A
Variable 16' Normal
Private Approach Surfacing Match Extg. Type
Paved - 30' Normal Or As Directed (See Asph. Conc. "Private Approach Surfacing")
Edge Of Paved Shldr.

PLAN
APPROACH



℄
2'
Variable - 16' Norm
Sl. 3:1 Nom.
Sl. 4:1
Var.
Sl. 1½:1
Sl. 0.02'/ft.
For Surfacing Type Approach Surfaci

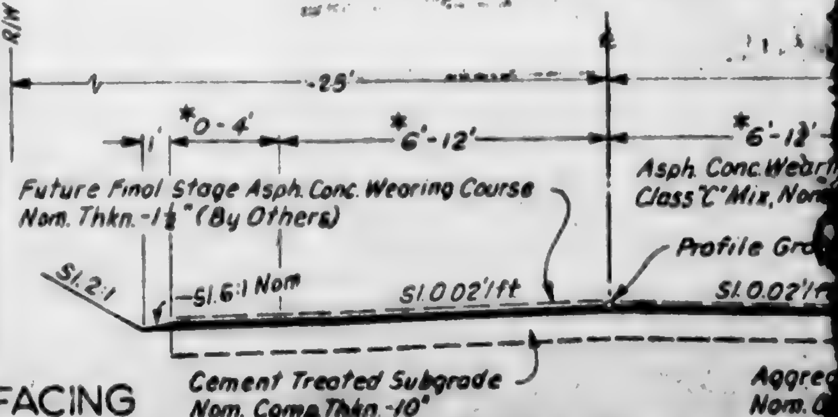
SECTION A

*Notes:*
*76 Weep Holes Per Ring; 304 Sq. In. Weep Inside, 506 Sq. In. Weep Outside.*
*Use 3300 - 1½ Compressive Strength Concrete.*
*For Manhole Step Details, See Drg. 2050 A.*

Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 2"
Aggregate Base Nom. Comp. Thkn. - 6"

ASPHALT CONC.
PRIVATE APPROACH SURFACING

TYPICAL SECTION



R/W
25'
1'
*0 - 4'
*6' - 12'
*6' - 12'
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
Asph. Conc. Wear Class "C" Mix, Nom
Profile Gr
Sl. 2:1
Sl. 6:1 Nom
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Cement Treated Subgrade Nom. Comp. Thkn. - 10"
Aggreg Nom. C

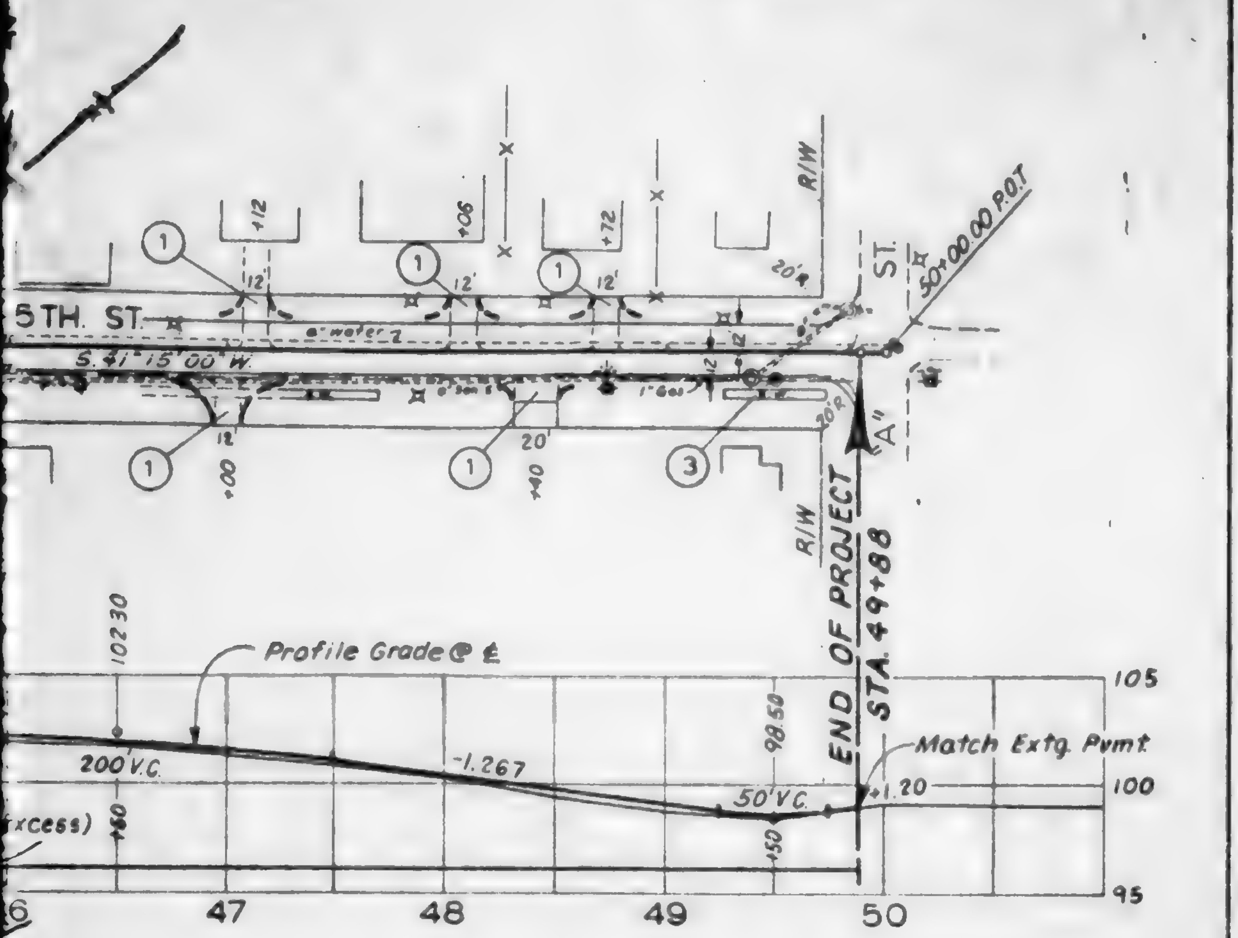
*STA. 42+44.91 To STA. 42
42+98.91 To 49+

T4S., R1W, W.M.

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
**HUBBARD (5TH. ST.) Sec.**
CITY STREET
MARION COUNTY

| SHEET No. |
|---|
| 1 |

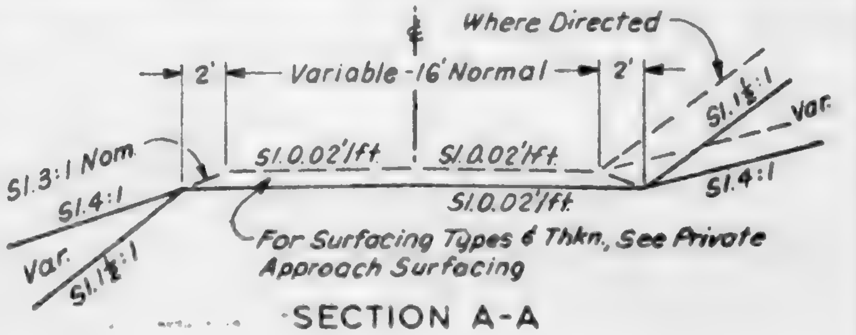
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | DATE | TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OREGON | STATE | June 1976 | 1 |



5TH. ST.
S.41°15'00"W.
ST.
50+00.00 P.O.T.
R/W
+12
+06
+72
12'
20'R
20'
1
3
+00
+40
8" water
"A"
END OF PROJECT
STA. 49+88
Profile Grade @ ℄
10230
200' V.C.
-1.267
98.50
50' V.C.
Match Extg. Pvmt.
+1.20
+80
+50
(Excess)
105
100
95
47
48
49
50

rivate Approach Surfacing
atch Extg. Type

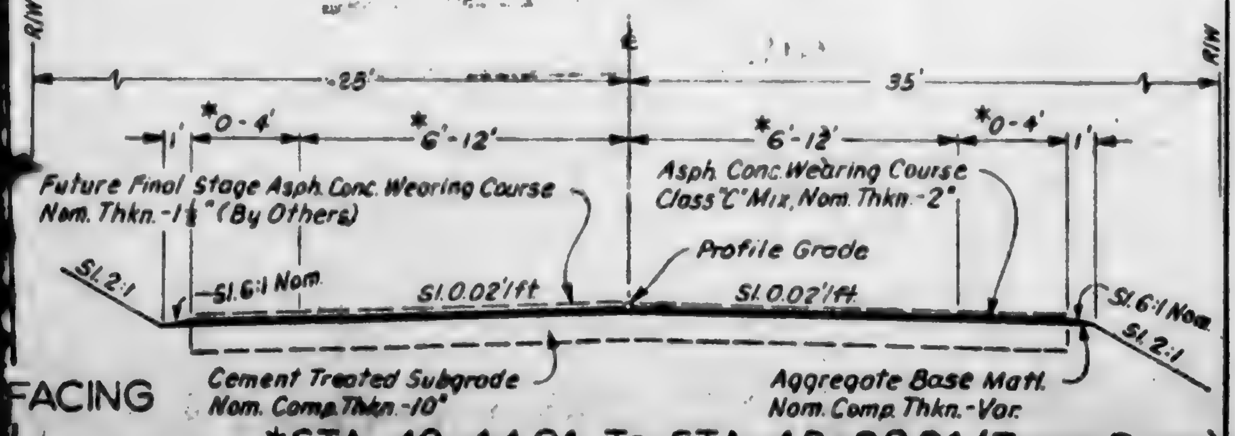
ved-30' Normal Or As
rected (See Asph. Conc.
rivate Approach Surfacing")
ldr.



℄
Where Directed
2'
Variable -16' Normal
2'
Sl.1½:1
Var.
Sl.3:1 Nom.
Sl.0.02'/ft.
Sl.0.02'/ft.
Sl.4:1
Sl.0.02'/ft.
Sl.4:1
Var.
Sl.1½:1
For Surfacing Types & Thkn., See Private Approach Surfacing

SECTION A-A

TYPICAL SECTION



R/W
℄
R/W
28'
35'
1'
*0 - 4'
*6'-12'
*6'-12'
*0-4'
1'
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn.-1½" (By Others)
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.-2"
Profile Grade
Sl.2:1
Sl.6:1 Nom.
Sl.0.02'/ft.
Sl.0.02'/ft.
Sl.6:1 Nom.
Sl.2:1
Cement Treated Subgrade Nom. Comp. Thkn.-10"
Aggregate Base Mat'l. Nom. Comp. Thkn.-Var.

FACING

*STA. 42+44.91 To STA. 42+98.91 (Temp. Conn.)
42+98.91 To 49+88

Section Hubbard (5th. St.) Programming Estimate $

Highway City Street Project Length 0.14 mile

County Marion Completion Time 50 cal. work days

Kind of Work Grading and Paving

Prefix 324 - 1490 - FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| **Estimated Contract Amount** | | $ 23,365 - |
| **Anticipated Additional Items:** | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Stage Construction Striping | | |
| Temporary Erosion Control | | |
| Install Truck Scale Mechanism | | |
| Truck Scale House | | |
| Install Temporary Traffic Signals | | |
| Install Water Meter | | $ 500 - |
| Furnish Water | | |
| Laboratory Fees | | |
| Furnish Mail Box Posts (10) | 500 - | |
| Pipe Bedding Materials | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | |
| | | $ |
| | | 23,865 - |
| Contingencies (4-1/2%) | | 1,073 93 |
| Engineering ( 10%) | | 2,386 50 |
| SUBTOTAL | | $ Z |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 27,325 43 |

OREGON STATE HIGHWAY DIVISION

SUMMARY—~~BID SCHEDULE~~—COST ESTIMATE

Sheet ____ of ____

Date ____

Section Hubbard (5th. St.) Section

County Marion

Kind Of Work Grading and Paving

Length [illegible]

Name [illegible]

| No | ITEM | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | [illegible] | |
| | | | | | | |
| | Removal of Structures and Obstructions | | All | All | Lump Sum | 250.00 |
| | | | | | | |
| | General Excavation | [illegible] | All | All | Lump Sum | 970.00 |
| | Coarse Aggregate Base | | Cu. Yd. | 70 | 15.00 | 1050 - |
| | Cement Treated Subgrade | | Sq. Yd. | [illegible] | 1.25 | 3375 - |
| | Cement in Treated Subgrade | | Ton | [illegible] | 75.00 | 6000 - |
| | Asphalt in Seal | | Ton | 4 | 130 - | 520 - |
| | Class "C" Asphalt Concrete, 2 inches thick | | Sq. Yd. | 3000 | 3.40 | 10,200 - |
| | Concrete Sumps | | Each | 1 | 1000.00 | 1000 - |
| | | | | | | |
| | | | | | | (23 365) |

SCA-75
Hubbard

May 6, 1976

Mrs. Judy Bogle
City Recorder
City of Hubbard
City Hall
Hubbard, OR 97032

Dear Mrs. Bogle:

Enclosed are two sets of preliminary plans for the 1975 Special City Allotment project on N Fifth Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 32-foot wide street, as shown on these preliminary plans, is currently estimated to cost $25,000. The State's share would be $25,000.

Recommended changes you suggest should reach this office by May 27, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

Encl.

Fred H

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81 734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 11, 1976

FILE: 324-1490

FROM: C.O. Fredrickson
for REGION II ENGINEER

TO: Frank Terpin
LOCATION ENGINEER

SUBJECT: Location Data
Hubbard (N. Fifth Street)
City Street
Marion County

Submitted herewith is the location data on the subject project as itemized in Resident Engineer Cliff Lehman's letter of transmittal.

3-11-76

The Survey data on the subject Project has been reviewed and found to be generally as requested by the City.

JEC:ms

Attachments

cc: C.V. Lehman
Jim Chaney
File

839.

13

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 5th Street
Highway: City of Hubbard
County: Marion
Prefix: 324-1490
Res. Engr: C. Lehman

Date March 5, 1976
Traffic Coefficient 5.0
18 kip s.a. per day 4.0
R value 6
Frost Penetration - - - -
CBE Total Requirement 16.5"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (F.A.) | 3.0 |
| 2.0" | A.C.W.S. | 4.0 |
| 10.0" | C.T.S. | 10.0 |
| 13.5" | | 17.0 |

RECEIVED
STATE HWY ENGR
MAR 9 '76
FOR
Inves R/D D/R Sign Act File

Note:

Surfacing thickness design revised to correct traffic.

NOTED
E. S. HUNTER

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
City County Materials

839.

1

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 5th Street
Highway: City of Hubbard
County: Marion
Prefix: 324-1490
Res. Engr: C. Lehman

Date March 1, 1976
Ten Year Traffic Coefficient 5.5
18 kip s.a. per day 4.0
R value 6
Frost Penetration - - - -
CBE Total Requirement 18.5"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (F.A.) | 3.0 |
| 3.0" | A.C.W.S. | 6.0 |
| 10.0" | C.T.S. | 10.0 |
| 14.5" | | 19.0 |

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

XXHXXXX
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
STATE HWY ENGR
MAR 2 '76
REFERRED TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

659.

48

October 22, 1975

City of Hubbard
City Hall
Hubbard, OR 97032

Attention: Mrs. Judy Bogle
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5480

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of North Fifth Street from "A" Street 700 feet north.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Hubbard (N. 5th St.)

Date October 15, 1975

Highway City Street

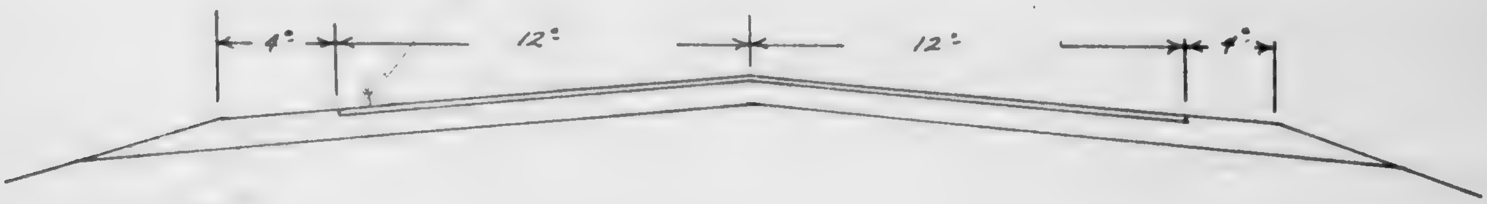
Authorization No. 1

County Marion County

Survey Prefix 324 - 1490 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project begins at the intersections of 'A' Street & Fifth Street. It runs for 700' North along Fifth Street to the end. Total length of the project is 0.13 miles.



Purpose of survey:

To prepare plans, specifications, and cost estimates to grade and pave project. This is an SCA project.

Fred

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OCT 29 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 1,500 |
| Plans | 905 | 1,000 |
| Soils | 910 | 500 |
| PRoj. Mgt. | 920 | 50 |
| Specifications | 921 | 250 |

SCA

Total estimated cost of survey $ 3,300

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Requests made by: Loren Weber

James E. Chaney

James E. Chaney Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Victor D. Wolfe

Location Engineer

Approved: E S Hunter

Assistant State Highway Engineer

SP*23604-731

OFFICE ENGINEERING SECTION

P. E. APPR.

FED. AID ...... STATE SCA

September 24, 1975

Mr. Floyd Dominick
Utilities Superintendent
City of Hubbard
P. O. Box 237
Hubbard, Oregon 97032

Dear Mr. Dominick:

Your proposed project on N. Fifth Street, from "A" Street continuing 700 feet north, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $28,500, with the State contributing $25,000.

Very truly yours,

D N. Harwell
D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

[illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible] Called [illegible] Asst. Supt. They stated [illegible] would also start [illegible] was opening [illegible] with this Street [illegible]

Investigation [illegible] the same [illegible] Street. [illegible] developed around 7th and 8th St. with a street [illegible]) opening on to 5th St. about half way down.

The [illegible] street [illegible] One way (18 to 20 width) paved [illegible]. Not much Wear to [illegible]. [illegible] development and [illegible] quality.

Right of way is practically Clear on this section and project data Sheets will be submitted soon.

SCA

**PROJECT DATA.** CITY OF Hubbard Date 6-18-75

To be financed by Special City Allotment Fund and necessary city funds.

Street name North Fifth Street
(Locate project on attached map.)

Project length 700'

**DESIRED STREET SECTION:**

Standard roadway; width of travel way: 24 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: — feet

Remarks No curbs

Surface now in place: Oil X Paving ___ Gravel ___

Present surface width: 12 feet

**RIGHT-OF-WAY:** (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: 60' RW 24' paving

Are intersecting streets curbed? Yes X No ___

Remarks

**CONCRETE CURBS:** (All new curbs to be constructed at city's expense.)
No curbs to be constructed

Now in place? Yes ___ No ___

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No ___

To be constructed as part of project? Yes ___ No ___

Length of desired radius on curb returns: ___ feet

Does city desire special type of curbs? Yes ___ No ___

Explain:

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

No sidewalks to be constructed

**SIDEWALKS** (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No____

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

| Give: Length to be constructed | and | On which side of street |
|---|---|---|
| _______feet | | N.___ S.___ E.___ W.___ |
| _______feet | | N.___ S.___ E.___ W.___ |

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks____________________________________________

____________________________________________________

**STORM SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

No storm sewers

Now in place? Yes____ No____

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

**SANITARY SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks____________________________________________

____________________________________________________

____________________________________________________

**WATER MAINS:** (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 2½ - 3 feet

Remarks ____________________

____________________

**DRIVEWAYS:** ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ____ (If yes, please include copy of ordinance.)

Remarks ____________________

____________________

**FRANCHISED UTILITIES:** (City is to arrange for any required adjustment.)

Gas lines? Yes X No ____

Electric poles? Yes X No ____

Which company? PGE - ~~[illegible]~~ Northwest NAT. GAS
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No X

Which company? ____________________

Railroad tracks? Yes ____ No X

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No X

Remarks ____________________

____________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date ___

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: 600 & 700 blocks on Second Street. 10 blocks from proposed improvement

General remarks: ___

By ___ Mayor

By Judith Bogle City Recorder or City Manager

By ___ City Engineer

# SPECIAL CITY ALLOTMENT FUND
# INVESTIGATION DATA

City: [illegible] Date [illegible] Div. [illegible]
Population: 19[illegible]: [illegible] 19[illegible]: [illegible]
Street: [illegible]

No. of Previous Projects 2
Last Project [illegible] (Year)
Total SCA Funds $[illegible]
Funds/Capita $[illegible]
Average/Capita $[illegible]

## EXISTING

Surface Now in Place: A. C. ✓ Oil ____ Gravel ____ Concrete ____
Surface Width: ____ Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: [illegible] Ft.
Remarks:

## PROPOSED

Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: [illegible] Ft. Shoulder Width: [illegible] Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: [illegible] in. Leveling: ____ in. Base: [illegible] in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: [illegible] Mile, [illegible] Ft. Type Curb: ____
Remarks:

## ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ | $ | $ |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | [illegible] | | 1000- |
| GENERAL EXCAVATION | ~~LUMP SUM~~ | 970 | 5.00 | 4850- |
| 1''-0 AGGR. BASE 8" DEEP | SQ. YD. | [illegible] | 3.70 | 10,767- |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC 3" DEEP | SQ. YD. | [illegible] | 3.40 | 5,236 |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. FT. | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | | | |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| 12 INCH CULVERT PIPE | LIN. FT. | [illegible] | 8.50 | 1615 |
| ADJUST MANHOLES | EACH | | | |
| | | | TOTAL | $23,468 |
| Permanent Signing ($100 per Intersection) | | | | |
| Flagging | | | | |
| | | | TOTAL | $23,468 |
| Engineering and Contingencies (20%) | | | | 4692 |
| | | | TOTAL | $28,160 |
| City's Estimated Share of Survey | | | | $340 |
| | | | TOTAL ESTIMATED COST | $28,500 |

*Items include 10% allowance.

[illegible]

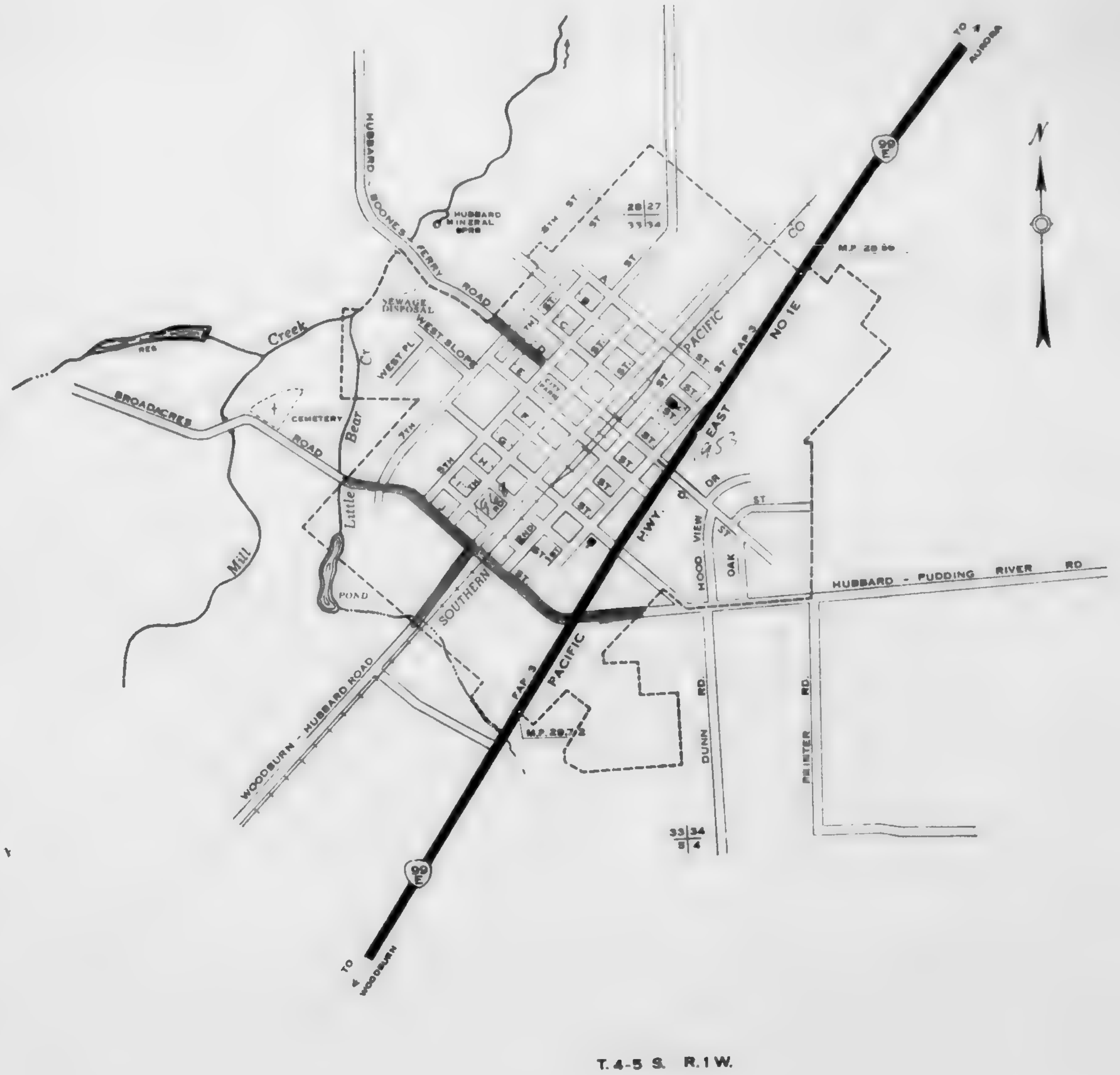
Grade [illegible] = [illegible] = 970 Cu yd.

Surface

$\frac{54 \times 70}{9}$ = [illegible] × [illegible] = 2910 Sq yd.

[illegible] - $\frac{18 \times 700}{9}$ = [illegible] × 110 = 1540 Sq yd.

Culvert. 7 × 24 = [illegible] × 10 = 184 Lin ft.


TO AURORA
99E
N
HUBBARD - BOONES FERRY ROAD
HUBBARD MINERAL SPRG
SEWAGE DISPOSAL
WEST SLOPE
WEST PL.
Creek
Mill
Little Bear Cr.
BROADACRES ROAD
CEMETERY
POND
28 27
33 34
M.P. 28.60
CO
PACIFIC HWY. EAST NO 1E
FAP 3
SOUTHERN PACIFIC
WOODBURN - HUBBARD ROAD
HUBBARD - PUDDING RIVER RD
HOOD VIEW DR
OAK ST
DUNN RD
PRINTER RD
M.P. 29.72
33 34
3 4
TO WOODBURN
T. 4-5 S. R. 1 W.

# HUBBARD

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,170

Scale in Feet

Revised December 1972

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM · STATE
- FEDERAL AID SECONDARY SYSTEM · COUNTY
- OTHER FEDERAL AID SECONDARY · LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY · NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ● | POST OFFICE | ● | PUBLIC BLDG |
| ● | SCHOOL | CY | CITY HALL |
| ⊙ | CITY CENTER | CT | COURT HOUSE |
| ■ | R.R. DEPOT | A | ARMORY |
| — | CITY LIMITS | L | LIBRARY |

Co Roads 4-28-75

*City of Hubbard*
P. O. BOX 237
HUBBARD, OREGON 97032

PHONE 981-9633

June 17, 1975

State of Oregon
Highway Division
Room 405, Highway Building
Salem, Oregon

Attn: Mr. H.S. Cox

Dear Sir:

Enclosed is the Resolution by the City of Hubbard Council to apply for State Highway Funds for improving a city street. Also maps and detailed drawings.

North fifth Street is now servicing a new sub-division of 15 homes and Phase II of the same sub-division for about the same number of homes has been started.

The City has purchased and is developing a new city park including ball diamonds at the north end of this proposed improvement. This will increase the traffic flow even more over Fifth Street from "D" Street to "A" Street and beyond "A" Street on North Fifth Street.

Sincerely,

Floyd Dominick
Floyd Dominick
Utilities Superintendent

FD/cla

RECEIVED
COUNTY & CITY SECTION
JUN 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☒ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 1975 - 9

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the state of Oregon the sum of Two Hundred Fifty Thousand and no/100 ($250,000) dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be expended therein by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of HUBBARD is an incorporated city of the State of Oregon and has a population of [illegible] as shown by the latest official census; and

WHEREAS, the following streets in said city, North Fifth Street from "A" Street 700' North, are not now nor parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

RECEIVED
COUNTY & CITY SECTION
JUN 18 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1. That the aforesaid named [illegible] of this city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in [illegible] state and condition of disrepair by reason of excessive wear [illegible] increases in population in the area, or by heavy [illegible] traffic.

3. That the Oregon State [illegible] is respectfully requested to consider and [illegible] qualified for reconditioning, repair, and other improvement [illegible] funds allocated and made available by and through the [illegible] appropriation of state highway revenues [illegible] spent by the Highway Commission.

4. That the City of [illegible] State Highway Commission, and does hereby [illegible] cooperation and assistance to the end that said city may [illegible] participate in the use and benefit of said special fund [illegible]; and therefore does designate Floyd Dominick as the [illegible] representative of the city in all negotiations [illegible].

Passed and approved this [illegible], [illegible].

There is attached hereto [illegible], a city map on which is indicated the street, streets, [illegible] roads described in this resolution.

APPROVED: ______________________
[illegible] - Mayor

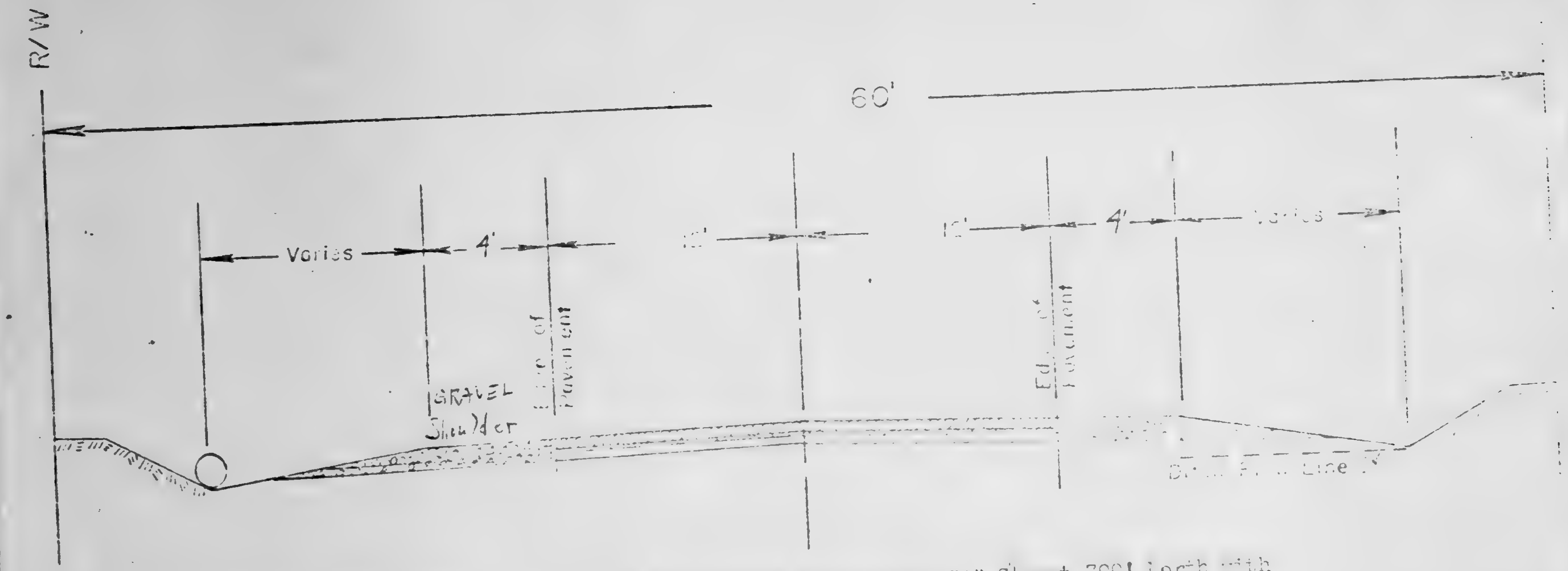
RESOLUTION NO. 1975 - [illegible]

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of [illegible] at a regular or special meeting of said Council, held on the [illegible] day of June, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

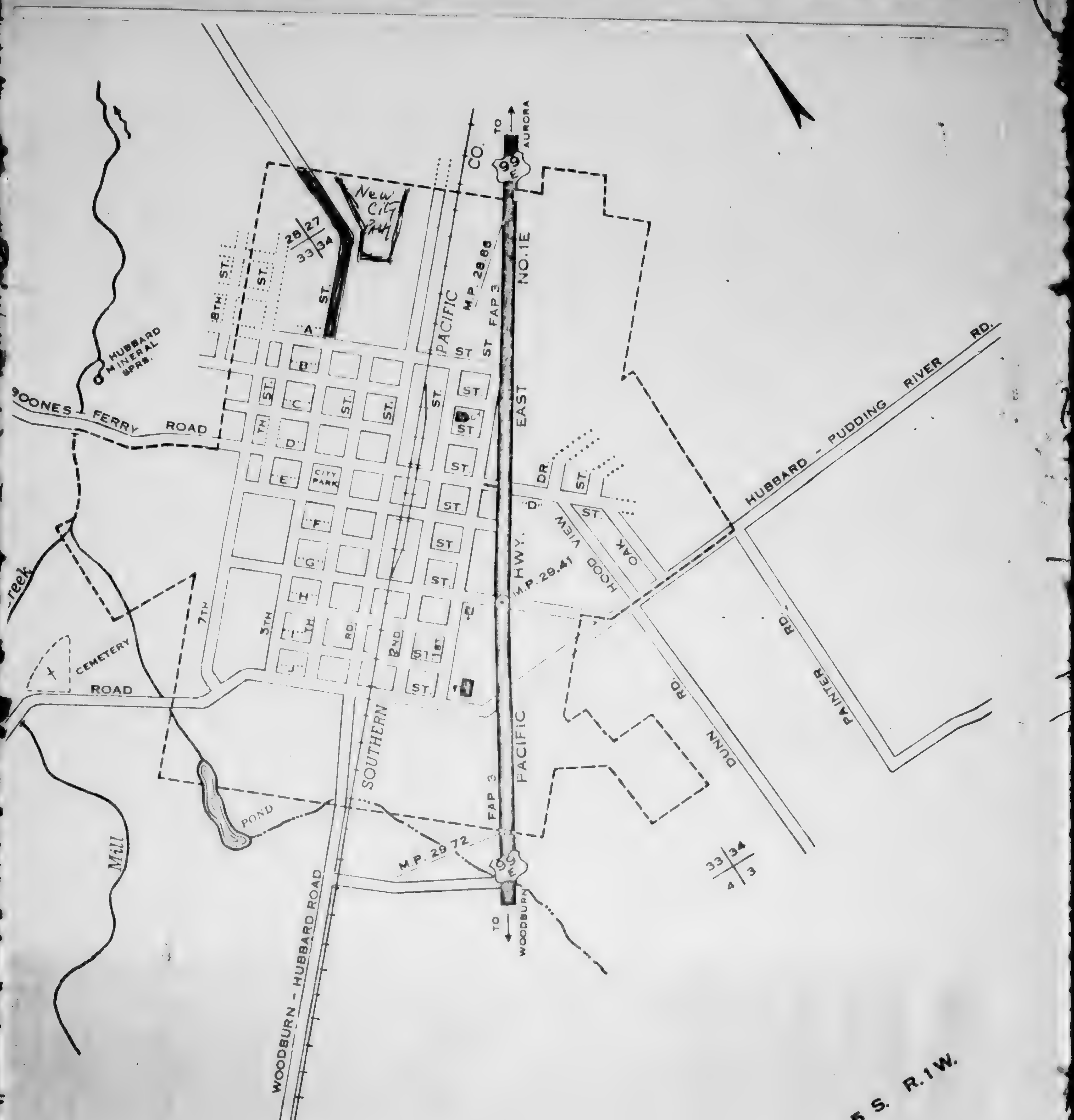
Dated this [illegible] day of [illegible], 1975.

[illegible]

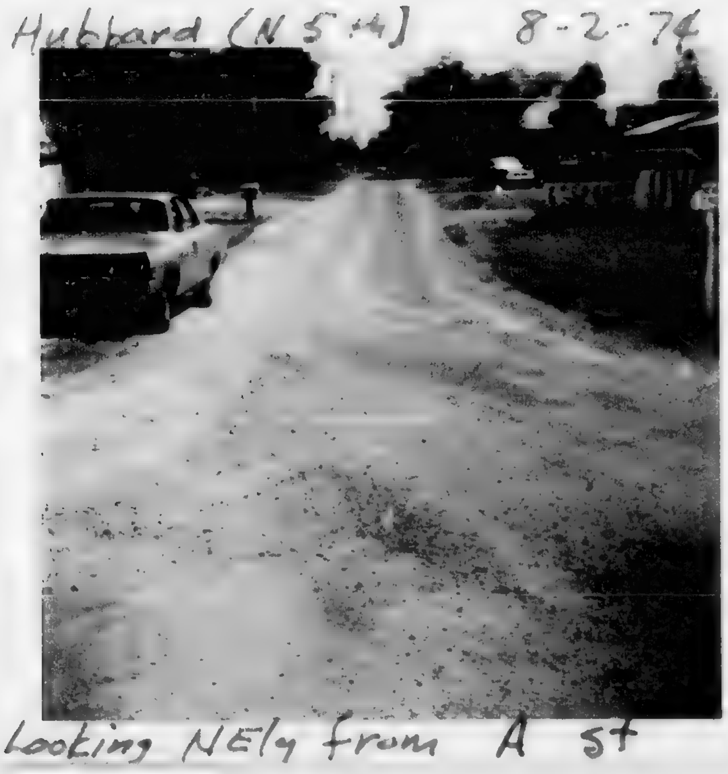
RESOLUTION NO. 1975 - 9


R/W
60'
R/W
Varies
4'
12'
12'
4'
Varies
GRAVEL Shoulder
Edge of Pavement
Edge of Pavement
Line

HUBBARD Project requested - Improve North Fifth Street from "A" Street 700' North with 6" Asphalt paving with 4 foot gravel shoulders. No curbs and gutters are desired. Drainage is satisfactory with ditches as shown.

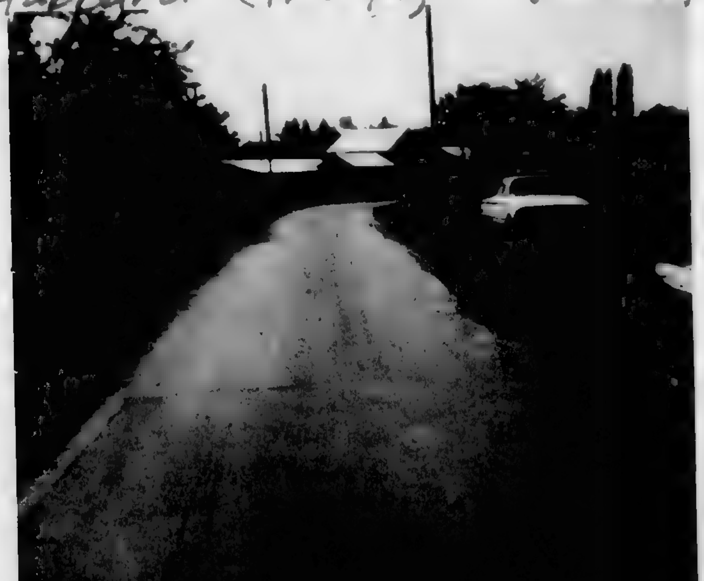

TO AURORA
99E
CO.
New City Park
28 27
33 34
PACIFIC
M.P. 28.86
ST FAP 3
NO. 1E
EAST
HWY.
M.P. 29.41
HOOD VIEW DR.
OAK ST.
HUBBARD - PUDDING RIVER RD.
PAINTER RD.
DUNN RD.
8TH ST.
ST.
A ST.
B ST.
C ST.
D ST.
E ST.
CITY PARK
F ST.
G ST.
H ST.
I ST.
J ST.
7TH
5TH
TH
3RD
2ND
1ST
HUBBARD MINERAL SPRS.
BOONES FERRY ROAD
Creek
CEMETERY
ROAD
Mill
POND
SOUTHERN
PACIFIC
FAP 3
M.P. 29.72
99E
TO WOODBURN
33 34
4 3
WOODBURN - HUBBARD ROAD
T.4-5 S. R.1W.

Hubbard (N 5th) 8-2-74



Looking NEly from A St

Hubbard (N 5th) 8-2-74



Looking S. from N.C.L.

8391 Gervais (1st, 2nd & 4th Sts.) City Streets (Paving) 1976

19A5517 12-8-75

8391

Date December 27, 1976

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8391 Prefix 324-1730 Survey Prefix 324-1491

Street 1st, 2nd and 4th

City Gervais

| | |
|---|---|
| Payments to Contractor (see attached voucher) .......... | $17,628.16* |
| Engineering and Contingencies .......................... | 1,868.32 |
| Survey: Total $ 3,038.22<br>Prorated Share ............................. | --- |
| TOTAL .............. | 19,496.48 |
| Agreed State Share | $19,496.48 |
| Agreed City Share | --- |
| City Advance Deposit | --- |

Reference: Outside Billing None

* includes $5.61 interest

FISCAL YEAR
76-77

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

82 P

# DISBURSEMENT VOUCHER

WARRANT NUMBER 22517

| | VOUCHER DATE | TOTAL AMOUNT |
|---|---|---|
| Columbia West Materials & Constructors<br>P.O. Box 488<br>Longview, WA. 98632 | 12-08-76 | $ 1,875.80 |

| | | |
|---|---|---|
| Cont 8391 | Principle | $ 1,870.19 |
| Interest 12-5 to 12-13 | | 5.61 |
| em | | |

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

OREGON STATE HIGHWAY DIVISION

# CONTRACT PAYMENT VOUCHER - COVER SHEET

76-77

| PAYEE | VOUCHER DATE | TOTAL AMOUNT |
|---|---|---|
| Columbia West Materials & Constructors<br>PO Box 488<br>Longview, WA 98632 | 11-23-76 | $ 1,870.19 |

| CONTRACT NO. | ESTIMATE NO. | |
|---|---|---|
| 8391 | 2F | Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.<br>For Payment of accounts incurred by the State Highway Division by authority of ORS366.435. |
| PERIOD COVERED: to 8-17-76 | | |
| APPROVED:<br>DESIGNATED AUTHORITY | | This final claim has been authorized in the above amount.<br>(DEPUTY STATE HIGHWAY ENGINEER) |

## CONTRACTOR'S CERTIFICATE

I, B K. McDonald certify that I am President

(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

(Signature)

RECEIVED
DEC 07 1976
HIGHWAY ACCOUNTING

RECEIVED
DEC 06 1976
HIGHWAY ACCOUNTING

FORM 81-734-1020

CT NO. 1
ESTIMATE 2
AID PROJECT NO

Cont. 8391
3rd Notif.
11-5-76

8391

95

December 1, 1976

Fidelity & Deposit Co. of Maryland
Portland Branch Office
3005 1st National Bank Tower
Portland, OR 97201

Gentlemen:

Contract No. 8391 awarded to Columbia West Materials & Constructors, Inc. for work on 1st, 2nd and 4th Streets in Gervais in Marion County was completed on August 17, 1976, and accepted by the State Highway Engineer on November 24, 1976.

Final payment in the amount of $1,870.19 will be released to the Contractor after December 6, 1976. The total contract amount is $18,611.61 including $1,347.26 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Columbia West Materials & Constructors, Inc.
P. O. Box 488
Longview, WA 98632

Fidelity & Deposit Co. of Maryland
Baltimore
Maryland

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

```
                                                                                                               100.36
DETROIT (D AND PATTON STS)      324   1727    201    00                                                     23,877.00
                                324   1727    201    00 P                                                        5.61
                                324   1727    206    00                                                        731.39
                                324   1727    900    00                                                     24,714.36
                                        ** JOB TOTALS **                **                       **
                                                                                                            21,356.3
SCIO-NW 1ST ST                  324   1728    295    00                                                          7.50
                                324   1728    900    0C                                                     21,363.8
                                        ** JOB TOTALS **                **                       **
                                                                              24,343.11                     24,343.11
5TH ST (HUBBARD CITY ST)        324   1729    201    00         122.73
                                324   1729    204    00       1,210.97
                                324   1729    900    00           6.24          3,445.96                     3,445.9
                                324   1729    900    00 3                           7.30                         7.3
                                        ** JOB TOTALS **      1,340.94  **     27,796.37         **         27,796.3
                                                                              17,612.55                     17,612.
1ST 2ND & 4TH STS (HERVIAS)     324   1730    201    00                          881.15CP                      881.1
                                324   1730    204    00                        1,098.91                      1,3[illegible]
                                324   1730    900    00                            9.41                          9.41
                                324   1730    900    00 -           **         18,609.74         **         18,609.74
                                        ** JOB TOTALS **
                                                                               3,000.00                      3,000.
LINC ST-MAIN ST MT ANGEL        324   1731    295    00             **          3,000.00         **          3,000.0
                                        ** JOB TOTALS **

                                                                           NOVEMBER 1976                  PAGE  364
TOTAL TO DATE JOB COST SUMMARY
                                                                              FISCAL                    GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT  PREF 1   FUNCTION   OR   CURRENT MONTH    YEAR TO DATE                  TO DATE
                                324   1722    295    00                       12,500.00                     12,500.00
                                324   1722    904    00          100.96          100.96                        100.96
                                        ** JOB TOTALS **         100.96  **    12,600.96         **         12,600.96
                                                                                                            25,000.00
[illegible]ILLOW CRK BR HEPPNER 325   1707    900    00                                                     25,000.00
                                        ** JOB TOTALS **                **                       **
```

2L-1

1688

12-d

CITY STS IN GERVAIS PAVING

(TROUTDALE)

1,241.04
167.96
1,284.05
[illegible]
[illegible]
[illegible]
3,038.22

**OREGON STATE HIGHWAY DIVISION**

## ONTRACT PAYMENT VOUCHER

-734-1020

| | | | |
|---|---|---|---|
| COUNTY<br>MARION | CONTRACT NO.<br>8391 | ESTIMATE NO.<br>2 | PREFIX NO'S. |
| HIGHWAY<br>CITY STREETS | FEDERAL AID PROJECT NO. | | |
| SECTION<br>GERVAIS (1ST 2ND & 4TH STS) | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOU |
|---|---|---|---|---|---|
| 9N AGGREGATE SHOULDERS | CU YDS | 20.0000 | 154.090 | 3081.80 | 3440 |
| 9N CLASS E ASPHALT CONCRETE | TONS | 19.5000 | 727.310 | 14182.55 | 14182 |
| FORCE ACCOUNT ITEMS | | | | | |
| 9N BLADING SHOULDERS 94001 | | | | 1347.26 | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | | |
|---|---|---|---|
| 11 23 76 PG. 01 8391 | TOTAL CONTRACT ITEMS | 17264.35 | 17622. |
| VOUCHER NO.<br>10722 | % RETAINED ON CONTRACT ITEMS | | 881. |
| BY:<br>JP/sb | FORCE ACCOUNT | 1347.26 | |
| OK AUDITOR<br>K. Wolfe | TOTAL PAYMENTS | 18,611.61 | 16,74 |

SION

**OUCHER**

| | | | |
|---|---|---|---|
| COUNTY<br>MARION | CONTRACT NO.<br>8391 | ESTIMATE NO.<br>2 | PREFIX NO'S. |
| HIGHWAY<br>CITY STREETS | FEDERAL AID PROJECT NO. | | |
| SECTION<br>GERVAIS (1ST 2ND & 4TH STS) | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| DERS | CU YDS | 20.0000 | 154.090 | 3081.80 | 3440.00 | 35 |
| CONCRETE | TONS | 19.5000 | 727.310 | 14182.55 | 14182.55 | |
| ITEMS | | | | | | |
| S 94001 | | | | 1347.26 | | 1347.2 |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|
| 8391 | TOTAL CONTRACT ITEMS | 17264.35 | 17622.55 | 358.2 |
| | % RETAINED ON CONTRACT ITEMS | | 881.13 | 881.13 |
| | FORCE ACCOUNT | 1347.26 | | 1347.26 |
| | TOTAL PAYMENTS | 18,611.61 | 16,741.42 | 1,870.19 |

[illegible]

11/16/76

NARRATIVE REPORT
Gervais (1st, 2nd, 4th Sts.)
City Streets
Marion County
Contract No. 8391

The contract for paving and shoulder rock on 1st, 2nd and 4th Streets in Gervais was awarded July 2, 1976 to Columbia-West Materials and Constructors Inc. The contract called for 1½ inches of Class "E" mix containing 0.5 to 1.5% Portland Cement, and construction of aggregate shoulders throughout. Work on the project started August 3 with cleanup of the shoulder areas to make room for the surfacing materials. Paving of the streets proper was done August 4 thru August 6 with street connection paving and placement of shoulder rock completed August 13th. Some problems were encountered in the paving operations. Quite a number of fat spots showed up in the mat which appeared to be spots of excess liquid asphalt. A day and a half was spent removing these spots and replacing with fresh mix after the paving was complete. The mix also tended to stick in the trucks with considerable buildup occuring in some instances.

The aggregate shoulder material was specified as 1"-0 or ¼"-0 at the contractors option. In the interest of improving the appearance of the project and due to the minimal depth required in some areas, ¼"-0 aggregate was substituted throughout the project. This material was supplied at bid price for shoulder aggregates. Because of excessive depth in some areas caused by low or non existant shoulders, this item was overrun 129%.

Final inspection was made August 18, 1976 by Mr. G.W. Wimer, Wally Bryant (FHWA), O.B. Jackmond and K.D. Wolfe.

K.D. Wolfe
K.D. Wolfe
RESIDENT ENGINEER

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Copy Swenson
Savage
Trout

RECEIVED
NOV 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen F.E. Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy D
BY FINAL DESIGN ENGIN

8391 15

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gervais (1st, 2nd & 4th St)

WEEK ENDING: August 21, 1976

SECTION PREFIX: 324-1730

HIGHWAY: City Streets

COUNTY: Marion

NAME OF JOB: Gervais (1st, 2nd & 4th Sts.)

KIND OF WORK: Paving

CONTRACTOR: Columbia West Mater. & Constr.

CONTRACT NUMBER: 8391

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 2, 1976

DATE WORK STARTED: August 31, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN SUPERVISION

SPECIFIED WORK DAYS: 30

WORK DAYS USED: 30

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 19,161.58

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 17,488.08

ENGINEERING AUTHORIZATION: $ 1,673.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,662.00

ENGINEERING COST TO DATE: $ 1,150.00

DATE PROJECT WAS COMPLETED: August 17, 1976

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 6.7 %

PERCENT OF AUTHORIZATION: 69 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 0.78 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 0.78 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 730 Tons |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 727 TONS |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| AUGUST<br>SUNDAY 15 | Rain | 28 | | |
| MONDAY 16 | Showers | 29 | | |
| TUESDAY 17 | Fair | 30 | | Project Completed. |
| WEDNESDAY 18 | " | | | |
| THURSDAY 19 | Cloudy | | | |
| FRIDAY 20 | Fair | | | |
| SATURDAY 21 | ? | | | |

Rogers
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
AUG 24 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | No activity |
| TUESDAY | Patching 1st,2nd,4th streets. Dressed and cleaned shoulders.<br>PROJECT COMPLETED |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Final inspection made on 8/18/76 by G.W.Wimer, Bryant Jackmond, Wally Bryant(FHWA) and K.D. Wolfe.

Semi-final will be submitted about 8/24/76.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe LOCATION Salem

K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

4391

Butler  Rev 26 May 76

**BEN GIFFORD**

Section Gervais (1st, 2nd & 4th Sts)
Programming Estimate $ 24,000
Highway City Streets
Project Length 0.78 mi.
County Marion
Completion Time 30 cal. wkdays
Kind of Work Paving
Prefix 324- 1491
FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 20,835.00

Anticipated Additional Items:

Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Stage Construction Striping
Temporary Erosion Control
Install Truck Scale Mechanism
Truck Scale House
Install Temporary Traffic Signals
Install Water Meter
Furnish Water
Laboratory Fees
Furnish Mail Box Posts
Pipe Bedding Materials
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
~~[illegible] Utilities~~
Blading Shoulders 1,000
Misc. Permit Fees

$ 1,000.00 ~~0~~

21,835.00 $ ~~20,835.00~~

Contingencies (4-1/2%) 982.58 ~~937.58~~

Engineering ( 10 %) 2,183.50 ~~2,083.50~~

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction 25001.08 $ ~~23,836~~.08

J H Anstey

24 May 76
30-City Says $ OK
[illegible]

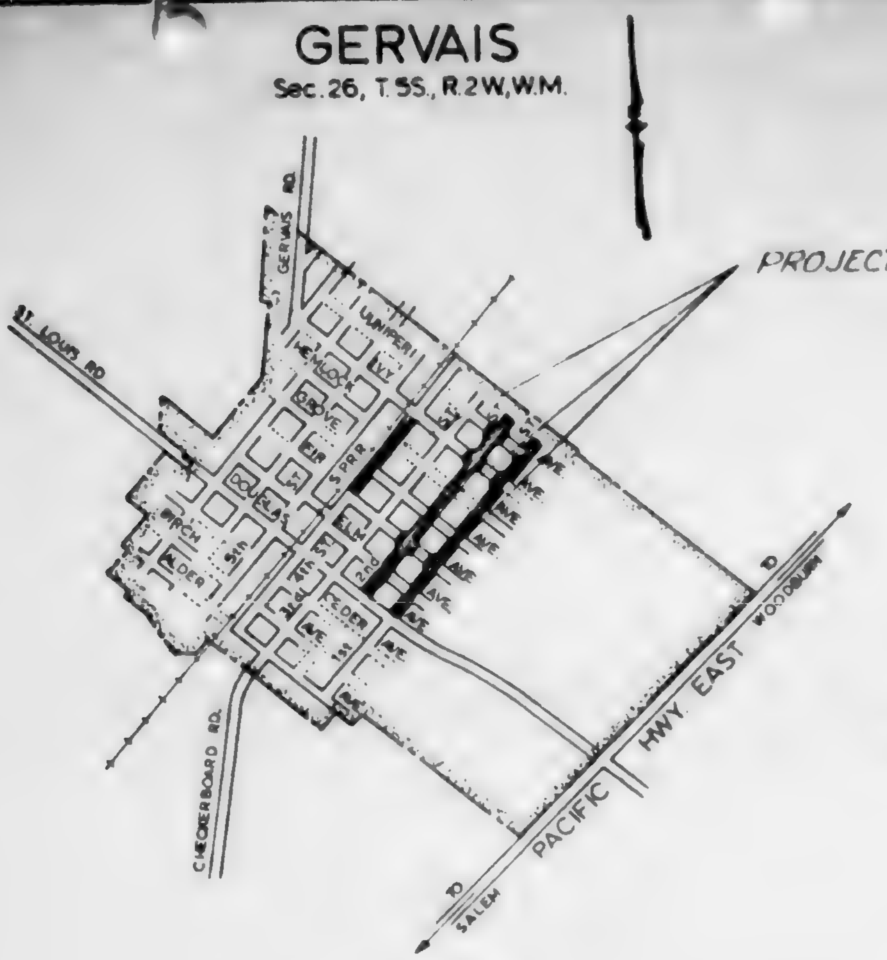
5-26-76

No R/W Map

PRELIMINARY COPY
MAY 12 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# GERVAIS

Sec. 26, T.5S., R.2W., W.M.


PROJECT LIMITS
ST. LOUIS RD
GERVAIS RD
JUNIPER
IVY
HEMLOCK
GROVE
FIR
ST.
S.P.R.R.
DOUGLAS
BIRCH
ALDER
5th
4th ST.
3rd
ELM
2nd
CEDER
1st
AVE.
CHECKERBOARD RD.
PACIFIC HWY. EAST
SALEM
WOODBURN

Sketch Map

Scale 400 0 400 800 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

# S U M M A R Y

| ITEM | UNIT | QUANTITY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

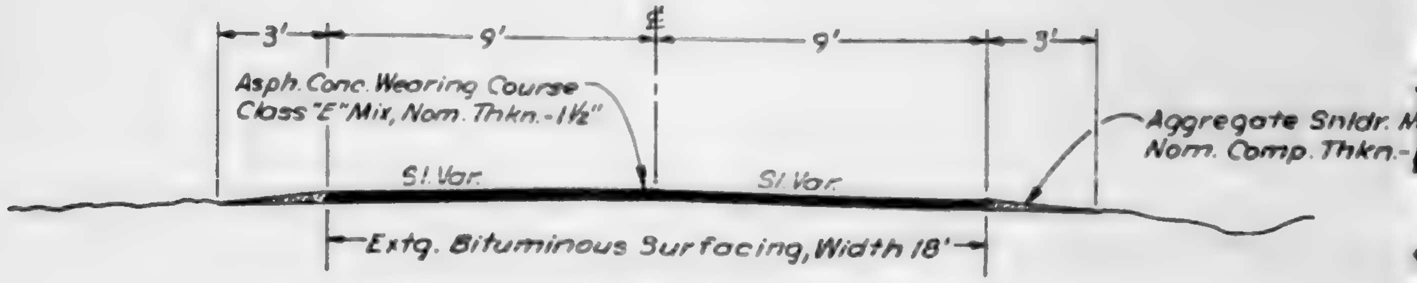
Ikeser, Iwer-Boaz

OREGON STATE HG
PAYIN
GERVAIS(1ST, 2ND. &
CITY ST
MARION C

| FED. ROAD Div. No. | STATE |
|---|---|
| 10 | OREGON |

PRELIMINARY COPY
MAY 12 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# TYPICAL SECTION


3'
9'
℄
9'
3'
Asph. Conc. Wearing Course
Class "E" Mix, Nom. Thkn. - 1½"
Aggregate Shldr. M
Nom. Comp. Thkn. -
Sl. Var.
Sl. Var.
Extg. Bituminous Surfacing, Width 18'

See Sketch Map At Left For Locations

Const. Street Connections

RY COPY
CHANGE

1st. Street
2nd. Street
4th. Street

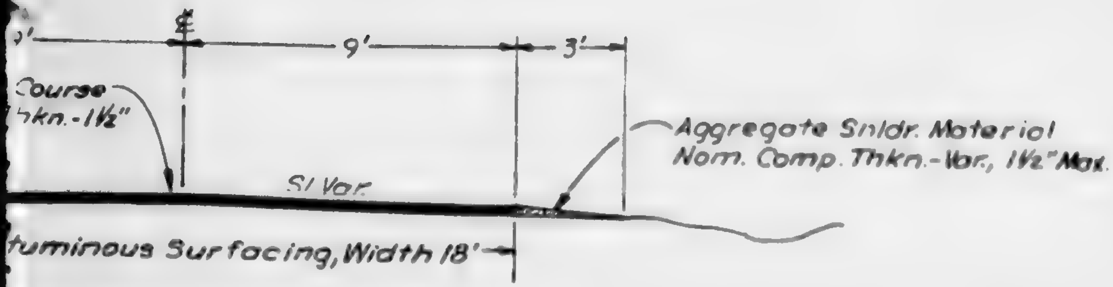
RECEIVED
COUNTY & CITY SECTION
MAY 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVED
CITY OF Gervais, O
BY MAYOR Clair Ha
BY RECORDER
DATE May 26, 1976

ScA

| | | | | |
|---|---|---|---|---|
| OREGON STATE HIGHWAY DIVISION<br>PAVING<br>GERVAIS (1ST, 2ND. & 4TH. STREETS) SEC.<br>CITY STREETS<br>MARION COUNTY | | | | SHEET No.<br>1 |
| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | DATE | TOTAL SHEETS |
| 10 | OREGON | STATE | | 1 |

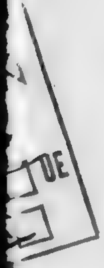
# AL SECTION


3'
℄
9'
3'
Course
hkn.-1½"
Aggregate Shldr. Material
Nom. Comp. Thkn.-Var., 1½" Max.
Sl.Var.
tuminous Surfacing, Width 18'

tch Map At Left For Locations

Const. Street Connections - 9 (Total)

1st. Street
2nd. Street
4th. Street



**APPROVED**
**CITY OF** Gervais, Ore
**BY MAYOR** Clair Harney
**BY RECORDER** Edward J Stuber
**DATE** May 26, 1976

8371

Gervais
SCA-76

May 17, 1976

Edward J. Studer
City Recorder
City of Gervais
City Hall
Gervais, OR 97026

Dear Mr. Studer:

Enclosed are two sets of preliminary plans for the 1976-Special City Allotment project on various streets. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Overlay of a 24-foot wide street, as shown on these preliminary plans, is currently estimated to cost $25,500. The State's share would be $25,000.

Recommended changes you suggest should reach this office by June 1, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

Encl.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8341

15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 1st, 2nd, & 4th Streets

Highway: Gervais City Streets

County: Marion

Prefix: 324-1491

Res. Engr: K. Wolfe

Date May 3, 1976

Ten Year Traffic Coefficient 5.0 & 5.5

18 kip s.a. per day 2.0 & 4.0

R value 9

Frost Penetration - - - -

CBE Total Requirement 16.0" & 17.5"

## STRUCTURAL SECTION
## EXISTING ROADWAY

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C., Class E, with an extra allowance for leveling. | |

NOTED
E. S. HUNTER

RECEIVED
MAY 13 1976

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

~~XXXXXX~~
Deputy State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

Note:

Deflection measurements indicate that a four-inch asphaltic concrete overlay is required for a Ten Year Design Period. The overlay shown above is an interim measure only.

324-1491

# Gervais (1st, 2nd & 4th St.) Section
S.C.A. Street Project
Marion County

## HISTORY

Fred Hildebrandt, Specialist Engineer of the County-City Unit conducted an S.C.A. Fund investigation for this project on July 18, 1975. He met with Clar S. Harvey, Mayor of Gervais, and drove over the streets named in the City's request and determined that the existing streets are 0-11 jobs and badly in need of repair. He also learned there is proposed development of adjacent residential property along these streets.

Following this meeting, the City made formal application for S.C.A. funds to construct a 2-inch overlay 18-feet wide with 3-foot rock shoulders. The Oregon Transportation Commission approved the project on September 24, 1975.

A request for Authority for Survey was submitted on October 15, 1975 and was subsequently approved. George Hopkins indicated that an Environmental Assessment would not be required. An agreement with the City was signed on December 3, 1975. A news release dated November 18, 1975 informed the public of the survey being conducted but no response was received in this office.

All of the streets in the City's original request could not be overlaid with the funds available and it was not until April 21, 1976, that the City Council agreed on which streets had priority.

## TYPICAL SECTION

Two 9-foot travel lanes with two 3-foot rock shoulders, per City's request.

Clarence Gregg, State Base Design Engineer ran deflection tests on all of the streets and determined overlays from 1 to 5 inches in depth would be required to provide a ten year life expectency. As all of the streets are residential and the City has future plans (5 to 10 years) to construct curbs and walks at which time the streets would be rebuilt, an overlay of 1 1/2 inches of Class "E" A.C. was decided upon.

## HORIZONTAL ALIGNMENT

Follows the existing alignment.

## VERTICAL ALIGNMENT

Follows the existing alignment.

## RIGHT-OF-WAY

No new R/W is required for this project.

DRAINAGE

The project will not alter existing drainage and no new facilities are to be constructed.

UTILITIES

By agreement, all utility adjustments are the City's responsibility. There are no adjustments anticipated on this project.

C.V. Lehman
C.V. Lehman
RESIDENT ENGINEER

324-1491

Gervais (1st, 2nd & 4th) Section
S.C.A. Street Project
Marion County

## SUGGESTED SPECIAL PROVISIONS

The work to be done under this contract consists of the following work on the 1st, 2nd and 4th section in Gervais - Marion County.

[illegible] construction of 4,140 feet of asphalt concrete [illegible] pavement overlay, with crushed stone shoulders.

Performance of such additional [illegible] work as called for by the specifications and plans.

## CLASS OF PROJECT

Special City Allotment

## SECTION [illegible] TEMPORARY PROTECTION & DIRECTION

The pay items will be:

1. Temporary Protection & Direction of Traffic
2. Temporary Signs
3. Flagmen

## SECTION 233 - WATERING

Watering shall be performed in conformance with Section 233 of the Standard Specifications supplemented and/or modified as follows:

233.81 and 233.91 Measurement and Payment - No separate measurement or payment will be made for watering on this project, it being understood that payment therefor will be included in payment made for one or more of the listed pay items.

## SECTION 304 - AGGREGATE SUBBASE AND BASE

Aggregate base shall be constructed in conformance with Section 304 of the Standard Specifications supplemented and/or modified as follows:

304.12 Designated Sizes of Aggregate - The aggregate to be used in the aggregate base shall be 1" - 0.

304.34 Compacting - Delete this subsection and substitute the following:

The surface of each layer of base shall be compacted by rollers having a minimum weight of 10 tons and conforming, in general, to subsection 401.36. Rolling shall continue until there is no appreciable reaction or yielding under the roller.

## SECTION 403 - ASPHALT CONCRETE PAVEMENT

Asphalt concrete pavement shall be constructed in conformance with Section 403 of the Standard Specifications supplemented and/or modified as follows:

403.11 Classes of Concrete and Proportions of Materials - The Contractor shall furnish Class "E" asphalt concrete on this project.

Delete the table given in this subsection of the Standard Specifications and substitute the following:

| Sieve Size Passing | Class "E" Percentages of Total Aggregate (by weight) |
|---|---|
| 1/2" | 100 |
| 3/8" | 80-100 |
| 1/4" | 54-70 |
| No. 10 | 10-20 |
| No. 40 | - |
| No. 200 | 2-6** |
| Asphalt Cement | 4-9* |

Of the fraction passing the 1/4-inch sieve, the following percentages thereof shall pass the No. 10 sieve:

| Class of Asphalt Concrete | Percentage Passing |
|---|---|
| Class "E" | 18.0 - 33.0 |

*Percentage of total aggregate (by weight)

Portland cement additive for Class "E": 1/2% - 1-1/2% of total mix (by weight).

**The percentage includes the portland cement additive.

The contractor is advised that Class "E" is an open-graded mix and separation of asphalt from the aggregate may occur. Any noticeable separation at the point of delivery will be cause for rejection.

403.12 Materials-General - In addition to the requirements given in subsection 401.11 through 401.16 of the Standard Specifications the following shall apply:

(a) Fracture of gravel - If crushed gravel is furnished for Class "E" mix following percentages of the material shall have at least one fractur face produced by mechanical crushing.

| Class of Mix | Percentage of Fracture (by weight) | |
|---|---|---|
| | Material Retained on 1/4" Sieve | 1/4"-#10 Material |
| "E" | 90 | 75 |

403.32 Rate of Progress and Scheduling - Delete this subsection of the Standard Specifications.

403.35 Bituminous Pavers - The automatic paver control system described in subsection 401.35 will not be required.

403.38 and 403.39 - Notwithstanding the last paragraph of subsection 401.38 and the last two paragraphs of subsection 401.39 of the Standard Specifications, the separation of aggregates into separate stockpiles will not be required.

403.43 Hauling, Spreading, Finishing and Temperature Control - Construction of the Class "C" Mod. mixture will not be permitted when the surface temperature of the pavement on which it is to be placed is below 60° Fahrenheit.

403.44 Compaction - The specified percent of relative maximum density as called for in subsection 401.44 will not be required. Compacting shall be performed with a steel-wheeled roller having a minimum weight of 10 tons and conforming, in general, with subsection 401.36 and shall continue until roller wheel marks are no longer discernible.

403.91 General - Add the following new pay item:

| Pay Item | Pay Unit |
|---|---|
| Portland Cement Additive in Class "E" Mixture | Ton |

## SECTION 407 - ASPHALT TACK COAT

The asphalt tack coat shall be constructed in conformance with Section 407 of the Standard Specifications.

## SECTION 610 - ASPHALT CONCRETE WALKS, CURBS AND MISCELLANEOUS STRUCTURES

Asphalt concrete approaches shall be constructed in conformance with Section 610 of the Standard Specifications.

## LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 1st, 2nd & 4th Streets UNIT OR PART Gervais Sheet 1 of

HIGHWAY City Streets PREFIX 324-1491 COUNTY Marion

| ITEM NO. | SPEC. NO. | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | 110 | Mobilization | Lump Sum | All | | 2,000 |
| 2 | 111 | Temp. Protection & Direction of Traffic | " " | " | | 1,000 |
| 3 | 111.82 | Temp. Signs | Sq. Ft. | [illegible] | 6.50 | 319 |
| 4 | 111.85 | Flagmen | Hour | 80 | 15.00 | 1,200 |
| 5 | 304 | 1"-0 Aggregate Shld. Material | Cu. Yd. | 75 | 15.00 | 1,125 |
| 6 | 403 | Class "E" Asphalt Concrete Mixture | Ton | 693 | 13.50 | 9,355 |
| 7 | 403 | Asphalt Cement in Mix | " | 51 | 90.00 | 4,590 |
| 8 | 403 | Portland Cement in Mix | " | 7 | 95.00 | 665 |
| 9 | 610 | Extra for Street Connections | Each | 11 | 100.00 | 1,100 |
| | | | | | | |
| | | Subtotal Contract Bid Items | | | | 21,354 |
| | | | | | | |
| | | Engineering & Contingencies | 20% | | | 4,446 |
| | | | | | | |
| | | TOTAL | | | | 25,800 |
| | | | | | | |
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SCA - Gervais

April 22, 1976

Honorable Clar S. Harvey
Mayor
City of Gervais
City Hall
Gervais, OR 97026

RE: 1976 Special City Allotment

Dear Mayor Harvey:

In conformance with your request, here is a copy of the agreement for the overlay of First, Second and Fourth Streets, Alder, Birch, Cedar, Elm and Fir Avenues.

On your question on how much time would be allowed between opening of bids and award of contract, I refered to our Standard Specifications for Highway Construction, Oregon 1974, Section 103.02, Award of Contract and Retention of Proposals states in part: "All proposals shall be submitted subject to acceptance and award of the contract within 30 days from the date of the opening of the proposals, and the bidder will not be bound for a longer period except by special provisions."

If you have any other questions feel free to contact us.

Very truly yours,

for
Richard Unrein
Urban Engineer
County-City Unit

FFH:dp
Encl.

bc: Phil Stearns
Cliff Layman

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

April 21, 1976
7:00 p.m.

MEMO TO THE FILES

Fred Hildebrandt

FROM: F. F. Hildebrandt
Specialist Engineer

RE: City of Gervais

The Mayor requested State Representatives be at the Council meeting on the above date at 7:00 p.m.. Phil Stearns; Federal Aid Engineer, Cliff Layman;;Resident Engineer and myself attended the meeting. A meeting had been held a week ago without the mayor being present and there had been some question as to the cost of the project and how much it was going to cost the City. There had apparently been a motion to abandon the SCA project and refuse the money. There were four Council Members, the Mayor and the City Recorder; plus two other fellows, I didn't know.

The meeting was called to order at 7:00 p.m. and the Mayor asked us to explain a little more as to the costs for the new members. Cliff explained the total cost for overlaying First, Second and Fourth Streets with an 1½ inch asphalt overlay, the cost being $27,500. There was considerable discussion pro and con as to the cost of this overlay. I then explained to the new members where this money came from and how it was distributed. They were told that this project was for their benefit and at no cost to them. If the City could not put up the money over and above the $25,000 that the project could be shortened to stay in the allowable amount. After some discussion the motion which had been made to abandon the SCA project was rescinded and it reverted back to the original agreement or resolution. The City Recorder searched for a copy of the agreement on this project and could not find one, so they asked for a copy to be sent to them. They also asked how much time after the bids had been received would be allowed before the money, over and above the $25,000 had to be sent in. I told them I thought from 10 days to 2 weeks but I would check further and notify them exactly. They then accepted the project with the rough $27,000 estimate that Cliff had presented. We then left the meeting, after it carried on to other business.

FFH:dp

December 8, 1975

City of Gervais
City Hall
Gervais, OR 97026

Attn: Edward J. Studer
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5517

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering a Special City Allotment Project on various streets in Gervais.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc Don Harwell (agreement att.)

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section ~~XXXXXXXXXXXXXXXXXXXX~~ Gervais

Date October 15, 1975

Highway 1st, 2nd, & 4th Ave; Alder, Birch, Cedar, Elm, & Fir St.s

Authorization No. 1

County Marion

Survey Prefix 324 - 1491 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

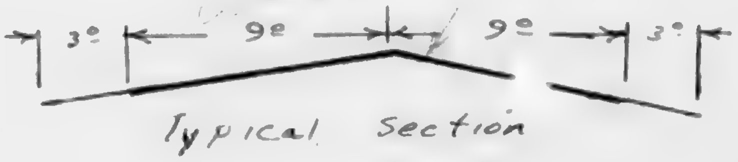
The project consists of work on:

1. Alder, Birch, Cedar, Elm, and Fir Avenues between 3rd and 4th Streets.
2. 4th Street between Fir and Ivy Avenues.
3. 2nd Street between Douglas and Juniper Avenues.
4. 1st Street between Douglas and Juniper Avenues.

These city streets are in Gervais.

Total length of project is 1.0 mile.

RECEIVED
COUNTY & CITY SECTION
OCT 2[illegible] 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



Typical Section

Purpose of survey:

The purpose of the survey is to prepare plans, specifications, and cost estimate to pave project.

This is an SCA funded project.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 2,000 |
| Plans | 905 | 1,000 |
| Soils | 910 | 500 |
| Proj. Mgt. | 920 | 50 |
| Specifications | 921 | 250 |

SCA

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INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 3,800

Previous authorization . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

---

Requests made by: Loren Weber

James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR. ...... SCA

September 24, 1975

Honorable Clair Harvey
Mayor
City of Gervais
City Hall
Gervais, Oregon 97026

Dear Mayor Harvey:

Your proposed project on First and Second Streets, between Douglas and Juniper Avenues; Fourth Street, between Fir and Ivy Avenues; and Alder, Birch, Cedar, Elm and Fir Streets, between Third and Fourth Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $28,500, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

# SPECIAL CITY ALLOTMENT FUND
## INVESTIGATION DATA

City: [illegible] Date [illegible] Div. [illegible]
Population: 19__: ______ 19__: ______
Street: [illegible]
[illegible]

No. of Previous Projects 6
Last Project 1969 (Year)
Total SCA Funds $29,796
Funds/Capita $[illegible]
Average/Capita $[illegible]

EXISTING

Surface Now in Place: A. C. ____ Oil ✓ Gravel ____ Concrete ____
Surface Width: ____ Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: [illegible] Ft.
Remarks: ______

PROPOSED

Surfacing: A. C. ✓ Oil ____ Other ______
Pavement Width: 18 Ft. Shoulder Width: ____ Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 2 in. Leveling: ____ in. Base: ____ in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: [illegible] Mile, 5280 Ft. Type Curb: ______
Remarks: ______

ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ | $ | $ |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | | | |
| GENERAL EXCAVATION | LUMP SUM | | | |
| 1"-0 AGGR. BASE ~~8"~~ 2 DEEP | SQ. YD. | 3520 | .55 | 1936.- |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| Asph. CEMENT IN ~~TREATMENT~~ TACK | TON | 2 | 175.00 | 350.- |
| CLASS "C" AC ~~3"~~ DEEP 2" | SQ. YD. | 12,100 | 1.75 | 21,175.- |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. FT. | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | | | |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| ____ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |

TOTAL $23,461
Permanent Signing ($100 per Intersection) ______
Flagging
TOTAL $23,461
Engineering and Contingencies (20%) 4,689
TOTAL $28,150
City's Estimated Share of Survey $ 350
TOTAL ESTIMATED COST $28,500

*Items include 10% allowance.

Gen[illegible] [illegible]

Shoulder [illegible] = [illegible]20 Sqyd

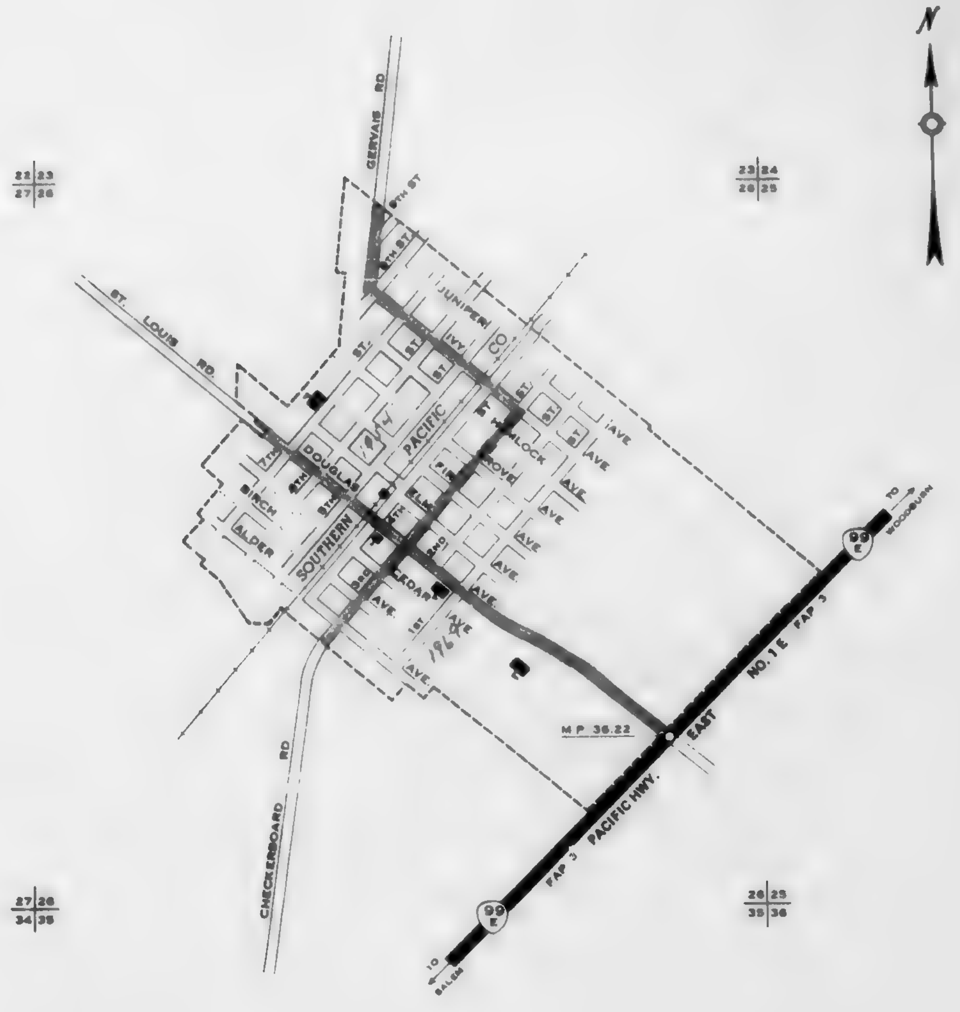
Pavement

18 [illegible] = 10560 [illegible] = 11,616 Sqyd

10 × 50 × 50 [illegible] = [illegible] × 1.10 = 490

12106 Sqyd

Tack = $12{,}177^{\underline{7}}$ × .00042 = 17×110 $1^{\underline{9}}$ Ton


N
22 | 23
27 | 26
23 | 24
26 | 25
27 | 26
34 | 35
26 | 25
35 | 36
GERVAIS RD
9TH ST
8TH ST
ST. LOUIS RD.
JUNIPER
IVY
CO
ST.
PACIFIC
SOUTHERN
7TH
6TH
5TH
4TH
3RD
2ND
1ST
DOUGLAS
BIRCH
ALDER
CEDAR
ELM
FIR
GROVE
HEMLOCK
AVE
1962
M P 36.22
NO. 1 E
FAP 3
PACIFIC HWY.
EAST
99 E
TO WOODBURN
TO SALEM
CHECKERBOARD RD

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ● | POST OFFICE | ● | PUBLIC BLDG. |
| ● | SCHOOL | CY | CITY HALL |
| ◎ | CITY CENTER | CT | COURT HOUSE |
| ■ | R R DEPOT | A | ARMORY |
| — — | CITY LIMITS | L | LIBRARY |

# GERVAIS

## MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 745

Scale in Feet

Revised November 1972

7-30-75

[illegible]

[illegible]

[illegible] with

[illegible] essential

[illegible] with [illegible]

[illegible]

[illegible] Side.

SCA

**PROJECT DATA.** CITY OF Gervais Date 6/11/75

To be financed by Special City Allotment Fund and necessary city funds.

Street name First, Second and Fourth, Alder, Birch & Cedar Streets
(Locate project on attached map.)

Project length 4800 ft.

**DESIRED STREET SECTION:**

Standard roadway; width of travel way: 18 feet, width of shoulders: ____ feet

Curbed section; width curb to curb: ____ feet

Remarks ____

**Surface now in place:** Oil 0-11 Paving ____ Gravel ____

Present surface width: 18 feet

**RIGHT-OF-WAY:** (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60 Feet

Are intersecting streets curbed? Yes ____ No X

Remarks ____

**CONCRETE CURBS:** (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: ____

**SIDEWALKS** (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_x_

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No_x_

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks________________________________________________________________

_______________________________________________________________________

STORM SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes_x_ No_x_

If yes, are they adequate for increased flow? Yes____ No_x_

Indicate depth of main lines from present surface: _4_____feet

To be constructed by City? Yes____ No_x_

To be constructed as part of project? Yes____ No_x_

/Show location of outfall on city map./

SANITARY SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes_x_ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _8_____feet

Remarks________________________________________________________________

_______________________________________________________________________

_______________________________________________________________________

**WATER MAINS:** (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 3 feet

Remarks ____________________

**DRIVEWAYS:** ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ____ (If yes, please include copy of ordinance.)

Remarks ____________________

**FRANCHISED UTILITIES:** (City is to arrange for any required adjustment.)

Gas lines? Yes X No ____

Electric poles? Yes X No ____

Which company? PGE
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ____

Which company? Gervais Telephone Co.

Railroad tracks? Yes ____ No X

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ____________________

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks ______________________________

GENERAL INFORMATION:

Are city finances available? Yes ___ No x

When available? Date ______________

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ______________

General remarks: city desires a 2" overlay of C grade asphalt. this is due to extreme wear on present surface

By Clair Harvey
Mayor

By Elwood J Studer
City Recorder or City Manager

By ______________
City Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 16 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## RESOLUTION

No. 224

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of **Gervais** is an incorporated city of the State of Oregon and has a population of **780** as given by the latest official census; and

WHEREAS, the following streets of said city, **First, Second Streets from Douglas to the north end. Alder, Birch**, Cedar and Elm From **Third to Fourth Street**, ~~Fourth Street from Fir to Ivy.~~

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Gervais does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Edward J. Studer, City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of June, 1975.

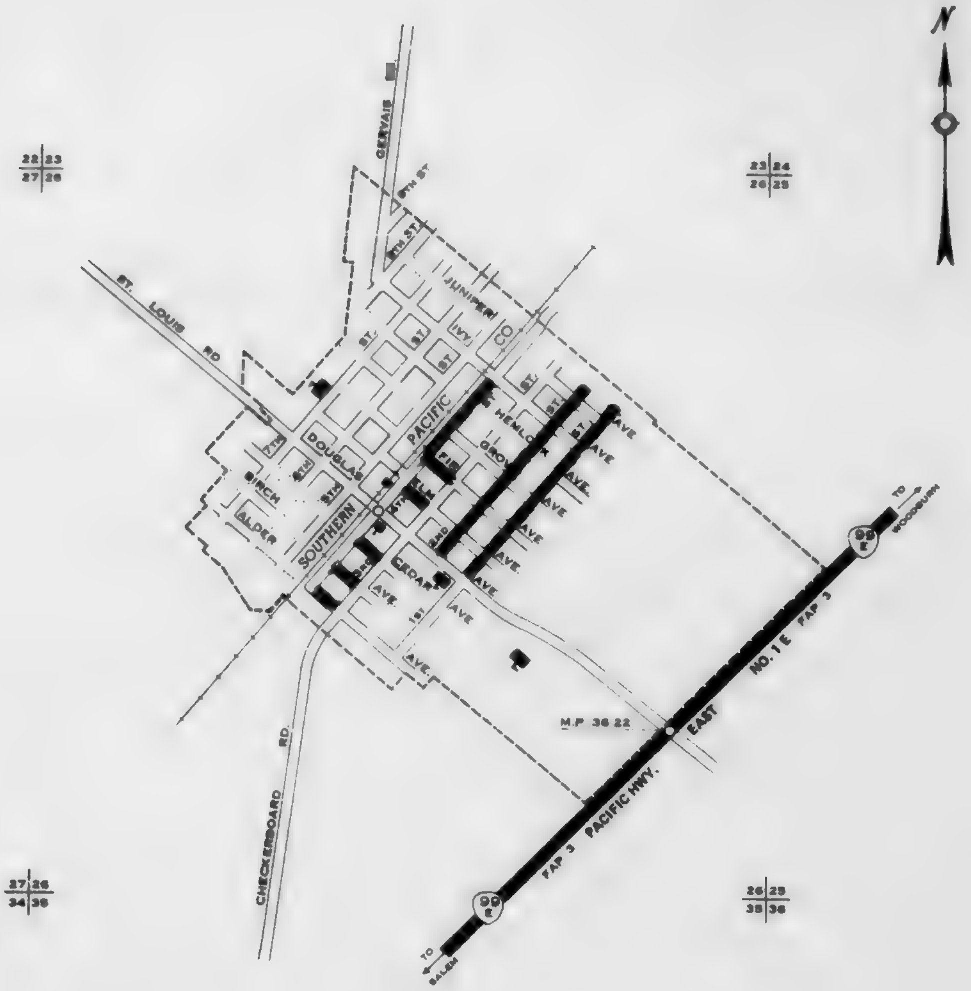
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gervais at a regular or special meeting of said Council, held on the 11th day of June, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of June, 1975.

Edward J Studer
City Recorder


N
22 | 23
27 | 26
23 | 24
26 | 25
27 | 26
34 | 35
26 | 25
35 | 36
GERVAIS
6TH ST.
5TH ST.
ST. LOUIS RD
JUNIPER
IVY
ST.
CO.
PACIFIC
SOUTHERN
HEMLOCK
GROVE
FIR
ELM
DOUGLAS
7TH
6TH
5TH
4TH
BIRCH
ALDER
CEDAR
2ND
3RD
1ST
AVE
AVE.
CHECKERBOARD RD.
M.P. 36.22
EAST
NO. 1 E
FAP 3
PACIFIC HWY.
99E
TO WOODBURN
TO SALEM

**LEGEND**

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM · STATE
- FEDERAL AID SECONDARY SYSTEM · COUNTY
- OTHER FEDERAL AID SECONDARY · LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY · NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ● | POST OFFICE | ● | PUBLIC BLDG. |
| ■ | SCHOOL | CY | CITY HALL |
| ◎ | CITY CENTER | CT | COURT HOUSE |
| ■ | R.R. DEPOT | A | ARMORY |
| ━ | CITY LIMITS | L | LIBRARY |

# GERVAIS

## MARION COUNTY, OREGON

[illegible]

OREGON STATE HIGHWAY DIVISION

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 748

Scale in Feet

Revised November 1972

8392 Champoeg State Park 1976
N. of Salem
(Building)

C & A 5354 6-30-75

#83-72

7

STATE OF OREGON

INTEROFFICE MEMO

State Parks
DEPT.

5009
TELEPHONE

DATE: 1/31/79

TO: C. W. Head
Commission and Staff Services

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Amendment to the Project - Champoeg State Park
OP 948, Statewide project

The Heritage Conservation and Recreation Service has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

GAS:jtc

attachment

cc: Jim Cavanaugh
Warren Gaskill
Ray Leavitt
Arnie Slack
Regional Park Supervisor

81-125-1387

UNITED STATES
DEPARTMENT OF THE INTERIOR
Heritage Conservation and
Recreation Service

State Oregon (Marion County)

Project Amendment No. 41-00726.2

## AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 41-00726 is hereby made and agreed upon by the United States of America, acting through the Director of the Heritage Conservation and Recreation Service and by the State of Oregon pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

Amend project costs with no change in project period or scope.

| Item | Change from | Change to |
|---|---|---|
| Total cost | 715,000 | 727,779.50 |
| Fund Support | 50% | 50% |
| Fund amount | 357,500 | 363,889.75 |
| Cost of this stage | 715,000 | 727,779.50 |
| Assistance this stage | 357,500 | 363,889.75 |

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By Dale Q. Haskins
(Signature)

For the Regional Director
(Title)

Heritage Conservation and
Recreation Service
United States Department of
the Interior

Date JAN 25 1979

STATE

Oregon
(State)

By Gary A. Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

HCRS 8-92a

INT 4769-78

Sheet 1

OMB NO. 80-R0184

## PART III – BUDGET INFORMATION – CONSTRUCTION

### SECTION A – GENERAL

1. Federal Domestic Assistance Catalog No. ............ 15.400

2. Functional or Other Breakout ........................

### SECTION B – CALCULATION OF FEDERAL GRANT

| Cost Classification | Use only for revisions | | Total Amount Required |
|---|---|---|---|
| | Latest Approved Amount | Adjustment + or (–) | |
| 1. Administration expense | $ | $ | $ 157.80 |
| 2. Preliminary expense | | | |
| 3. Land, structures, right-of-way | | | |
| 4. Architectural engineering basic fees | | | |
| 5. Other architectural engineering fees | | | |
| 6. Project inspection fees | | | |
| 7. Land development | | | |
| 8. Relocation Expenses | | | |
| 9. Relocation payments to Individuals and Businesses | | | |
| 10. Demolition and removal | | | |
| 11. Construction and project improvement | | | 727,621.70 |
| 12. Equipment | | | |
| 13. Miscellaneous | | | |
| 14. Total (Lines 1 through 13) | | | 727,779.50 |
| 15. Estimated Income (if applicable) | | | |
| 16. Net Project Amount (Line 14 minus 15) | | | 727,779.50 |
| **17. Less: Ineligible Exclusions** | | | |
| 18. Add: Contingencies | | | |
| 19. Total Project Amt. (Excluding Rehabilitation Grants) | | | 727,779.50 |
| 20. Federal Share requested of Line 19 | | | 363,889.75 |
| **21. Add Rehabilitation Grants Requested (100 Percent)** | | | |
| 22. Total Federal grant requested (Lines 20 & 21) | | | 363,889.75 |
| 23. Grantee share | | | 363,889.75 |
| 24. Other shares | | | |
| 25. Total project (Lines 22, 23 & 24) | $ | $ | $ 727,779.50 |

OMB NO 80-R0184

## SECTION C – EXCLUSIONS

| Classification | Ineligible for Participation (1) | Excluded from Contingency Provision (2) |
|---|---|---|
| 26 | $ | $ |
| a. | | |
| b. | | |
| c. | | |
| d. | | |
| e. | | |
| f. | | |
| g. Totals | $ | $ |

## SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

| | | |
|---|---|---|
| 27. Grantee Share | | $ |
| a. Securities | | |
| b. Mortgages | | |
| c. Appropriations (By Applicant) | Parks Budget | 363,889.75 |
| d. Bonds | | |
| e. Tax Levies | | |
| f. Non Cash | | |
| g. Other (Explain) | | |
| h. TOTAL - Grantee share | | 363,889.75 |
| 28. Other Shares | | |
| a. State | | |
| b. Other | | |
| c. Total Other Shares | | |
| 29 TOTAL | | $ 363,889.75 |

## SECTION E – REMARKS

PART IV PROGRAM NARRATIVE (Attach – See Instructions)

8392

8

September 15, 1977

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On September 12, 1977, we wrote to you concerning release of final payment on Contract No. 8392 awarded to R. D. M. Constructors for the Champoeg State Park Visitors Center Building in Marion County.

Final payment on this contract is $1,000 and the total contract amount is $316,978.20. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. D. M. Constructors
425 Rural Avenue
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8392

8

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO** H. S. Coulter
State Highway Engineer

**DATE:** September 8, 1977

**FROM:** C. T. Keasey
Construction Engineer

**SUBJECT:** Highway Project Acceptance

Contract 8392, Work Completed 4-1-77

Project Champoeg State Park

Highway - -

Count(y)(ies) Marion

Type of Work Visitor Center Bldg.

Contractor R. D. M. Constructors

Recommended Acceptance Date 9-8-77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ln

cc: R. D. Church
W. J. Hart

8392

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CHAMPOEG STATE PARK

WEEK ENDING: MAY 14, 1977

SECTION PREFIX: 924-2705

HIGHWAY: STATE PARK

COUNTY: MARION

NAME OF JOB: CHAMPOEG STATE PARK VISITOR'S INFORMATION CENTER

KIND OF WORK: BUILDING CONSTRUCTION

CONTRACTOR: RDM CONSTRUCTORS

CONTRACT NUMBER: 8392

FEDERAL AID PROJECT NUMBER: BOR 41-00726

DATE OF CONTRACT: JULY 2, 1976

DATE WORK STARTED: AUGUST 5, 1976

ESTIMATED COMPLETION DATE: APRIL 1, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION $ 341,336.98

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 323,477.66

ENGINEERING AUTHORIZATION $ 27,859.32

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 323,477.66

ENGINEERING COST TO DATE $ 29,627.00

DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION 106 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 8 | sunny | | | |
| MONDAY 9 | sunny | | | |
| TUESDAY 10 | cloudy | | | |
| WEDNESDAY 11 | sunny | | | |
| THURSDAY 12 | sunny | | | |
| FRIDAY 13 | cloudy | | | |
| SATURDAY 14 | cloudy (est) | | | |

Routing
Keasey
Bond
Richmond
RECEIVED
MAY 16 1977
CONSTRUCTION
SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | — |
| MONDAY | |
| TUESDAY | Worked on burglar alarm. |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | Worked on punch list. |
| SATURDAY | |

## REMARKS

Work completed except for testing the burglar alarm, which will be done when the display people leave. And installation of the folding door panel which has not arrived.

This is the final weekly report.

CC: CONSTRUCTION
REGION II
PARKS
FILE

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8392

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: BR 9963-B

Salem, Oregon
March 9, 1976

Walter J Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. C. G. Swenson
Specifications Unit

SUBJECT: Visitors' Center
Champoeg Park
Marion County

It is now apparent that we will not be able to furnish you all the plans and supporting data required for the completion of the Special Provisions and Estimate for the subject project eight weeks prior to the bid opening date.

In view of the above, it is suggested that the subject be rescheduled for the bid opening on May 27, 1976.

The final building plan approved requires considerably more detailing than the average building project. The time required to do the job is underestimated.

WJH:dh

cc Project Management
David G. Talbot

RECEIVED
1976
ROAD
DESIGN
SECTION

Anderson
Trout

Requires Reply
Requires Approval
Do not File
Other

7921

15

STATE OF OREGON

INTERO CE MEMO

DATE: November 25, 1975

TO: Cecil Head

FROM: Gary Scott GS
State Recreation Director

SUBJECT: Amendment to the Project
Champoeg Park Visitor Center
State of Oregon (OP 948)

The B.O.R. has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

GS:clc

Attachment

cc: Jim Cavanaugh w/attachment
Ray Wilson w/attachment

UNITED STATES
DEPARTMENT OF THE TERIOR
Bureau of Outdoor Recreation

State Oregon (Marion County)

Project Amendment No. 41-00726-1

## AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. 41-00726 is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Add one picnic shelter building in day-use area with its utility connections and adjacent landscaping, and paving of the park maintenance yard. Also revise project costs as follows:

| Item | Change from | Change to |
|---|---|---|
| Total cost | $600,000 | $715,000 |
| Fund support | 50% | 50% |
| Fund amount | 300,000 | 357,500 |
| Cost of this stage | 600,000 | 715,000 |
| Assistance this stage | 300,000 | 357,500 |

There is no change in the project period.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By Donald A Ketter
(Signature)

For the Regional Director
(Title)
Bureau of Outdoor Recreation
United States Department of
the Interior

Date OCT 31 1975

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

BOR 8-92a
(Rev. Mar. 1967)

8342

15

June 30, 1975

The ExhibiGraphics Group
352 Paxton Avenue  (1170 South)
Salt Lake City, Utah  84101

MISC. CONTRACTS and
AGREEMENTS No. 5354

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the planning and design of interpretive displays for a visitor center at Champoeg State Park.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn:rw

Attachment

bc: David Talbot
    Attn: Bob True  (agreement attached)

June 13, 1975

Mrs. Barbara Williamston
Administrative Assistant
Executive Department
240 Cottage Street S. E.
Salem, OR 97310

Dear Mrs. Williamston:

In accordance with the requirements of Executive Department Administrative Rule 14-035-01, we are providing the following information concerning a professional service contract with The ExhibiGraphics Group of Salt Lake City, Utah, for the planning and design of interpretive displays for a proposed visitor center at Champoeg State Park.

This contract has been approved by all parties concerned, including The ExhibiGraphics Group, the Legal Section and State Parks and Recreation Branch of the State Highway Division, and the State Transportation Commission.

A consultant is needed for this project because the State Highway Division does not have personnel with the knowledge, special skills, and capability to undertake comprehensive interpretive planning and design. The ExhibiGraphics Group specializes in this type of work.

The ExhibiGraphics Group was the only firm contacted regarding this project. Within the past 18 months, the State Parks and Recreation Branch reviewed the qualifications of 13 display firms in the course of a nationwide search for a firm to undertake a similar project - e.g., the planning, design, and fabrication of interpretive displays along the Old Oregon Trail. After evaluating presentations by the six top-rated firms, The ExhibiGraphics Group was judged to be the best qualified to undertake this project.

It was the opinion of the State Parks and Recreation Branch that to conduct another lengthy review of the same firms, which would probably produce the same result, would be costly and wasteful of the time, personnel, and financial resources of the State.

The ExhibiGraphics Group's cost estimate for the planning and design of the interpretive displays for the proposed Champoeg Visitor Center is within the cost range initially developed by the State Parks and Recreation Branch for this project.

For the reasons indicated above, a formal competitive bid process was not utilized for this agreement. The ExhibiGraphics Group is felt to be the best qualified firm to undertake the work required for this project, and their cost estimate is also felt to be acceptable.

We hope this information will fulfill the requirements for Executive Department approval of the agreement with The ExhibiGraphics Group for the planning and design of interpretive displays for the proposed Champoeg Visitor Center.

Attached are three copies of the agreement. If you approve this agreement, please sign, and return two copies to Room 121, State Highway Building, Salem. You may retain the other copy for your files.

Should you have any questions concerning this agreement, please contact Bob True, Parks Branch, Ext. 6289.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RT:CWH:hb
Attach.

bc Dave Talbot
Bob True

Robert W. Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

AGENDA
~~APR~~ may 30 1975
E

May 14, 1975

[illegible] Exec. Dept approval?
[illegible]

MEMO TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Professional Services Contract with the ExhibiGraphics Group for Interpretive Display Planning & Design at Champoeg State Park

The subject agreement between the State Parks and Recreation Branch and The ExhibiGraphics Group of Salt Lake City, Utah is for the planning and design of interpretive displays for a Visitor Center at Champoeg State Park. This agreement conforms to Executive Department regulations and requirements relating to contracting for personal and professional services.

Champoeg State Park is one of Oregon's most historic places, and the proposed Visitor Center is the State Parks and Recreation Branch's major Bicentennial project. In order to insure the highest quality interpretive displays for the Visitor Center, we propose to contract with The ExhibiGraphics Group for the planning and design of the displays. This firm specializes in historical interpretation, and has an existing agreement with the State Parks and Recreation Branch for the planning, design, and production of interpretive displays along the Old Oregon Trail. Under the proposed agreement, The ExhibiGraphics Group will review and update the existing National Park Service interpretive plan for the Champoeg Visitor Center, assist Highway Division personnel in the design of the building, prepare preliminary and final designs for the interpretive displays, and prepare a design package of plans, working drawings, specifications, and bidding documents ready for bid by prospective display fabricators.

Fabrication of the interpretive displays and construction of the visitor center building will be done under separate contracts. The total consideration for services of the consultant under this agreement is $14,840.

This item will be on the agenda for the May 30 meeting of the Commission and I recommend your approval.

/db

cc: George Baldwin
Fred Klaboe
Vern Skoog
Gary Sund
Cec Head
Robert True

P918

**NOTIFICATION OF ANT-IN-AID ACTION**

Do Not Use This Space

1. STATE APPLICATION IDENTIFIER: 7505 2 890

2. *(Reserved for use by State central information reception agency)*

3. GRANTOR a. Federal agency: Department of the Interior

b. Organizational unit: Bureau of Outdoor Recreation

c. Administering office — (1) Name: Northwest Region

(2) Address — Street or P.O. Box: 915 Second Avenue, Rm. 990 | City: Seattle | State: Washington | Zip Code: 98174

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code: 41-00726 | b. Title: Champoeg Park Visitor Center

c. Purpose: Construct a visitor interpretive center, access road, parking lot and restroom along with associated utilities and landscaping at the existing Champoeg State Park.

5. GRANTEE: a. Name: State Parks

b. Address — Street or P.O. Box: 300 State Highway Bldg. | City: Salem | State: Oregon | Zip Code: 97310

6. GRANTEE TYPE *(Check only the single most applicable box)*

a. State ☒ b. Inter-state ☐ c. County ☐ d. City ☐ e. School district ☐ f. Special unit ☐ g. Community action ☐ h. Sponsored organization ☐ i. Other ☐

| | Year | Month | Day |
|---|---|---|---|
| 7. APPLICATION RECEIPT DATE | 75 | 06 | 18 |
| 8. ACTION DATE | 75 | 06 | 20 |
| 9. EFFECTIVE STARTING DATE | 75 | 06 | 20 |
| 10. ENDING DATE | 77 | 12 | 31 |

11. TYPE OF ACTION *(Check as many boxes as apply to this action)*

a. New grant ☒ b. Continuation grant ☐ c. Supplemental grant *(identify agency in item 16)* ☐ d. Change in existing grant (1) Increase in duration ☐ (2) Decrease in duration ☐ (3) Cancellation ☐ (4) Increase($) ☐ (5) Decrease($) ☐

12. AMOUNT OF CONTRIBUTION

a. Federal — (1) basic $ 300,000 | (2) Supplemental $ | b. State $ 300,000 | c. Local $ | d. Other $

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM *(if none, clarify in item 16)*: a. Program Number: 15.400 | b. Supplemental Program Number:

14. AUTHORIZATION

| | | | |
|---|---|---|---|
| a. Federal Budget Accounts | 10-16-5005-0-2-405 | | |
| b. Public Laws | PL Title Sec.<br>P.L. 88-578, Sec. 5 | PL Title Sec. | PL Title Sec. |
| c. U.S. Code | 16 USC 460l - 4 | | |

15. FACILITY LOCATION: *(For facility grant actions only)*

a. City: In Champoeg State Park on the south bank of the Willamette River about 5 miles downstream from Newberg. | b. County: Marion

16. REMARKS

State Liaison Officer:
David G. Talbot
State Parks Superintendent
300 State Highway Building
Salem, Oregon 97310

Local Contact:
David G. Talbot, State
Liaison Officer
(503) 378-6305

SF-240 prepared by:
Donald J. Ketter
442-4720

RECEIVED
STATE PARKS
RECREATION SECTION

STANDARD FORM 240
June 1970 Bureau of the Budget Circular A-98
240-101

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

| | |
|---|---|
| **State** Oregon (Marion County) | **Project Number** 41-00726 (O.P. 948) |

**Project Title** Champoeg Park Visitor Center

**Project Period** Date of Approval to 12-31-77

**Project Scope (Description of Project)**

Improve an existing State Park by constructing a visitor interpretive center, an access road, a parking lot, and a restroom building. The roadway work includes obliteration of an existing access.

The project includes construction inspection by State forces but not the preliminary design and engineering done prior to contract letting.

**Project Stage Covered by this Agreement**

NOT APPLICABLE

**Project Cost**

| | |
|---|---|
| Total Cost | $ 600,000 |
| Fund Support | 50 % |
| Fund Amount | $ 300,000 |
| Cost of this Stage | $ 600,000 |
| Assistance this Stage | $ 300,000 |

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December 1965)
2. Project Proposal
3. ______
4. ______

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

Reference to $10,000 in B.2(a), (b) and (c) of the General Provisions is changed to $2,500.

The property for this park has been acquired in a number of parcels, the first of which was acquired on February 10, 1943 and the most recent in 1971. Certification is hereby made that all of the requirements of PL 91-646 were met in acquiring the four parcels which were acquired after January 2, 1971.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By
(Signature)

Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date JUN 20 1975

STATE

Oregon
(State)

By Gary a Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

1392

15

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 20, 1975

TO
Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, OR 97301

George N Hopkins

FROM
George N. Hopkins
Project Development Engineer

NOTED
E. S. HUNTER

SUBJECT
Notice of Intent for BOR Funds
State Admin. Dist. No. 2
Champoeg Park Visitor Center
City of Salem
Marion County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 16, 1975. If additional information is desired, please contact Mr. Ed Marges, phone 378-6597.

RECEIVED
MAY 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attachments
BLG:wm

cc: E. S. Hunter ✓
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
G. N. Hopkins, Co.-City
Gary Potter
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson
Aeronautics Division

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One |

02 12] APPLICANT [45: Oregon State Highway Division | 46] DIVISION [79: Parks & Recreation

03 12] APPLICANT ADDRESS STREET [45: 305 State Highway Bldg. | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: Ed Marges | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6597

01 12] PROJECT TITLE [71: Champoeg Park Visitor Center (o.p. 948)

11 12] PROJECT LOCATION CITY [45: Salem | 46] PROJECT LOCATION COUNTY [79: Marion

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71: This proposed project would construct a tourist information & interpretive

06 12] [71: center, entrance road & parking & a rest room facility at an existing

07 12] [71: State Park.

08 12] [71: This is a State Parks Project.

09 12] [71:

10 12] [71:

12

| FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 287,130 | | $287,130 | | | $574,260 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45: | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79:

14 12] FEDERAL PROGRAM TITLE [71: Land & Water Conservation Funds

15 12] FEDERAL AGENCY NAME [45: Department of Interior | 46] FEDERAL SUB-AGENCY NAME [79: Bur. of Outdoor Recreation

17

**(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

**(C) IS THERE A COMPREHENSIVE PLAN?**
STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34
(See IV, Page 2)

**(D) REVIEW REQUIRED by A-95** Yes ☒ 35 No ☐ 36

**(E) ENVIRONMENTAL IMPACT** Yes ☒ 37 No ☐ 38

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 39 No ☒ 40

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: JUNE | 43] DAY [44: 16 | 45] YEAR [46: 1975

## ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 15.400 P.L. 88-578 (78 Stat. 897)

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 20, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: May 20, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Parks

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) S.C.O.R.P. 3rd Edition - Section II-F-2 1969

S.C.O.R.P. Supplements & Revisions - Standards & Needed Sect. 1972

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 29
(c) State Senatorial District(s) Number(s) 15

### STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

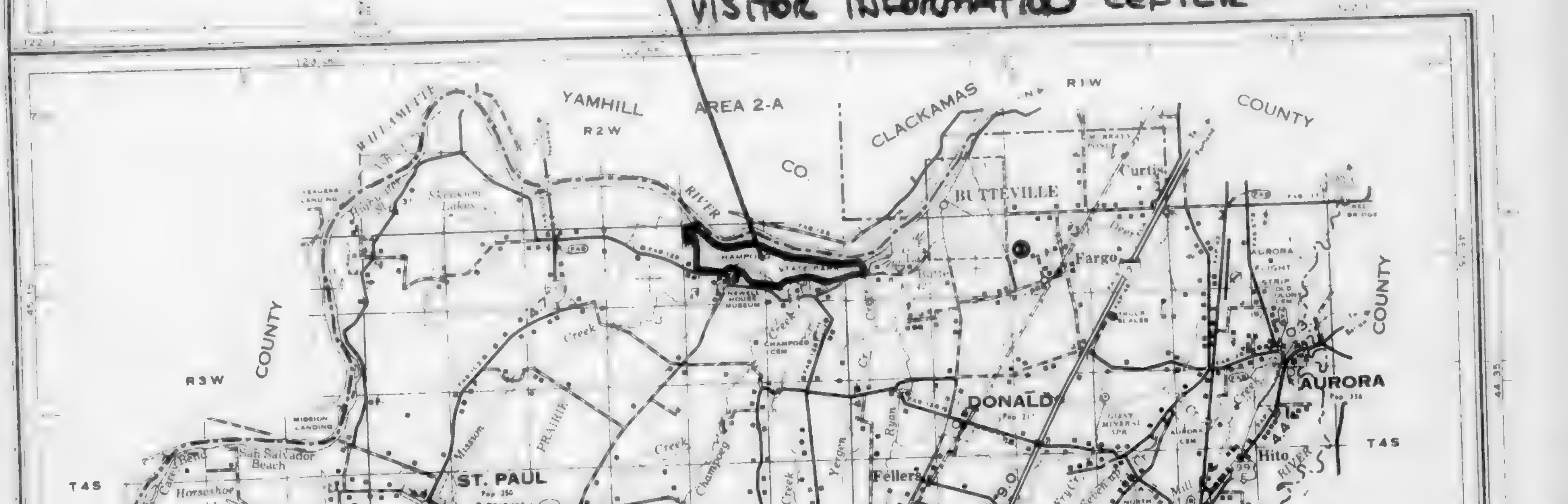
| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % 50 | $ 287,130 | % 50 | $ 287,130 | % 100 | $ 574,260 |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

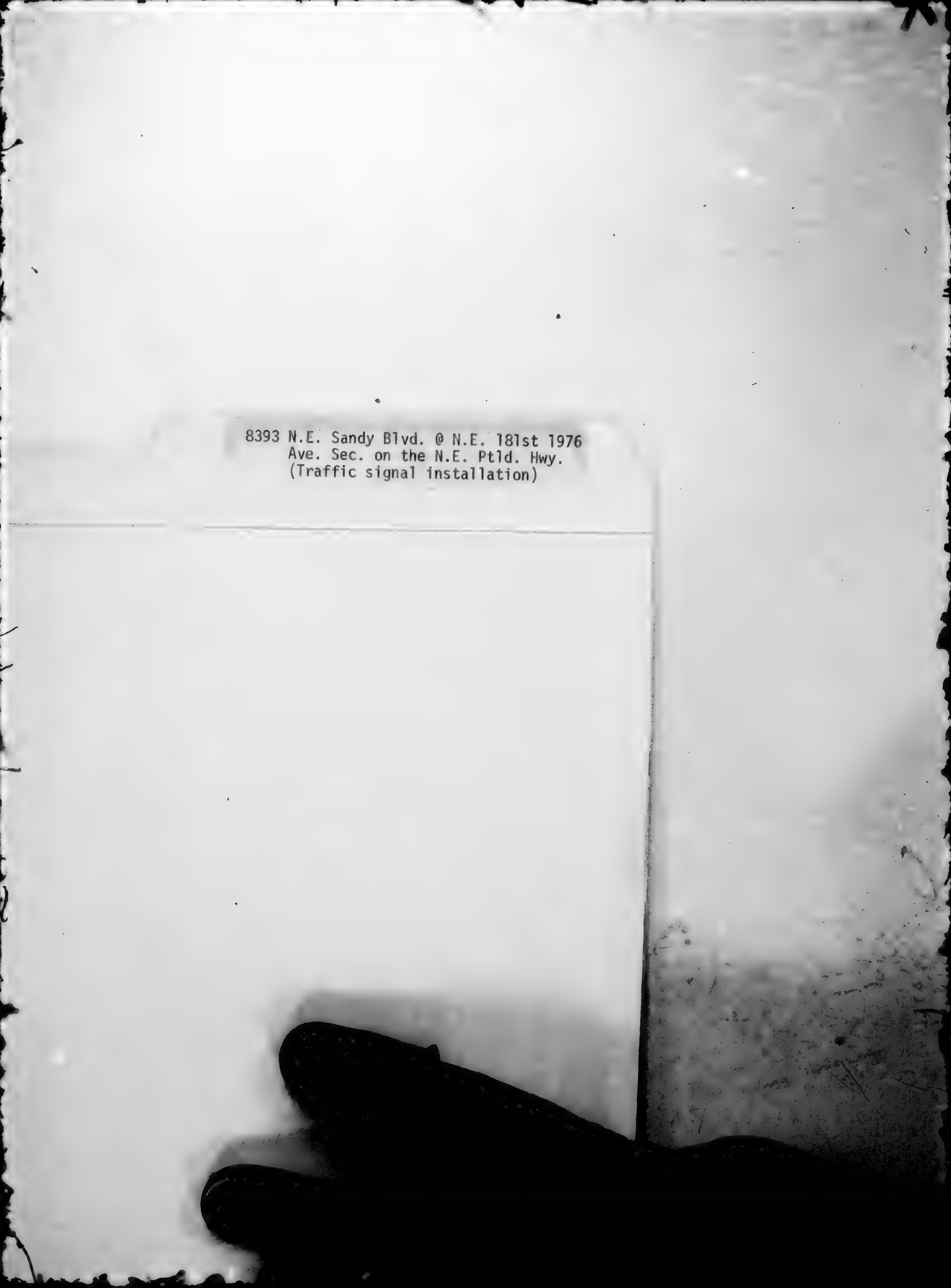
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ XX

### REMARKS

CHAMPOEG STATE PARK OP. 948
VISITOR INFORMATION CENTER


YAMHILL
AREA 2-A
CO.
CLACKAMAS
R1W
COUNTY
R2W
R3W
BUTTEVILLE
Curtis
Fargo
WILLAMETTE
RIVER
AURORA
DONALD
ST. PAUL
Feller
Broadacres
HUBBARD
T4S
T5S
Horseshoe
San Salvador Beach
Coffee
Five Islands
FRENCH
PRAIRIE
Champoeg
Creek
West Woodburn
WOODBURN
Hito
PUDDING
RIVER
CLACKAMAS
COUNTY
Lambert Bend
Fairfield
Fairfield Bar
GRAND
ISLAND
YAMHILL
Ditmar Bend
St. Louis
St. Louis Sta.
GERVAIS
OREGON
ELECTRIC
SOUTHERN
PACIFIC
Concomly
Wheatland
MISSION BOTTOM
Eldridge Bar
MONITOR
Zollner
Bochsler
MATCH TO SHEET 11
123 00
122 55
122 50
122 45
REVISIONS
DATE



8393 N.E. Sandy Blvd. @ N.E. 181st 1976
Ave. Sec. on the N.E. Ptld. Hwy.
(Traffic signal installation)

C & A 5632 4-1-76

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-626

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FE[illegible]L HIGHWAY ADMINISTRATION

CC:
OSHD (Coulter)
Wash DC (HHO-32)

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>2-13-78 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>HHS-201(5) |
| COMPLETION DATE<br>4-26-77 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>6-15-77 | TIME ELAPSED<br>133 % | CONTRACT TIME<br>200 calendar days |
| APPROVED EXTENSIONS<br>68 calendar days | LOCATION<br>Approximately MP 15.46<br>Intersection of NE. Sandy Blvd (US 30 BY) at NE 181st.Av | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE. SANDY BOULEVARD-NE. 181st. AVENUE
NE. PORTLAND HIGHWAY
Signal

This project provided for the installation of a traffic signal at the intersection of NE Sandy Boulevard and NE 181st Avenue in east Portland. A contract in the amount of $23,920 was awarded Gresham Electric Co. on July 2, 1976. Work began on October 11, 1976, and was completed in reasonably close conformance with the approved plans and specifications on April 26, 1977, at a final cost of $25,953.71 or approximately 10 percent below the authorized amount of $28,705.15.

A total of 274 calendar days were used to complete the work as compared to the 200 calendar days specified. A 68 calendar day extension of contract time was approved on July 27, 1977 leaving six calendar days for which liquidated damages in the amount of $300 per day were assessed accordingly.

A copy of the State's Materials Certification is attached to the Division Office copy of this report, which indicates that all materials incorporated into the work were tested and found to meet the specification requirements.

COPY SENT
FEB 17

RECEIVED STATE HWY ENGR FEB 21 '78 REFER TO FOR File Act Sign D/R

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION<br>Washington |
| SIGNATURE<br>W. N. Bryant<br>W. N. Bryant<br>Area Engineer | SIGNATURE<br>G. K. Hossner<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer |
| TITLE<br>Area Engineer — DATE<br>2-15-78 | TITLE<br>Field Operations Engineer — DATE<br>2-16-78 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8343

8

# GRAHAM ELECTRIC CO.

ELECTRICAL CONSTRUCTION & EQUIPMENT

311 N.W. BROADWAY
TELEPHONE: 228-1321
PORTLAND, OREGON 97209

[illegible]

[illegible] WY ENGR

Orig to

Oregon State Highway Division
Highway Building
Salem, Oregon 97210

Attention: Mr. H. S. Coulter

Subject: Contract [illegible]

Dear Mr. Coulter:

We have your letter of July [illegible], [illegible] liquated damages on this job, with which [illegible]

The letter informing us that the [illegible] ready is dated April 8th which is a Friday. [illegible] received it on Monday the 11th because we [illegible] controller on the 12th.

It is necessary to clear the men [illegible] on this job, from the jobs they were now doing [illegible] so they could get back on your job. This we [illegible].

Also we had the controller installed [illegible] noon on April 21st. At this time your start [illegible] elected not to do anything until the next Tuesday [illegible].

Since we have done all possible to [illegible] job, we feel that the additional extension should [illegible].

Respectfully yours,

GRAHAM ELECTRIC COMPANY

Dan C. [illegible]

Dan C. Schierman

DCS/vw
cc: Mr. H. M. Fillmore
201 Dora
Troutdale, OR 97060

8393

August 4, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $2,040 will be made to Graham Electric Company on Contract No. 8393 for traffic signal installation on N.E. Sandy Boulevard at N.E. 181st Avenue on the N.E. Portland Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $23,015.50, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Graham Electric Co.
311 N.W. Broadway
Portland, OR 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8393

8

July 27, 1977

Graham Electric Company
311 N.W. Broadway
Portland, OR 97209

Gentlemen:

We have reviewed your request for a complete extension of time on Contract No. 8393 for work on N.E. Sandy Boulevard and N.E. 181st Avenue in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 68 days is granted, leaving six days' liquidated damages in effect. This extension is because of delay in delivery of the controller for the project. The remaining liquidated damages is for time used after April 20. It appears the work could have been completed by that date, as the controller was available April 8.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
   Robert Church
   Richard Hacek
   H. M. Fillmore
   E. L. Hardt

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8393

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 25, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: N.E. Sandy Blvd. at N.E. 181st Ave.
Contract No. 8393
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Graham Electric Company requests a complete extension of 74 days because of delay in delivery of equipment. This refers to the signal controller. This contract in the amount of $23,920 is for the installation of a signal at one intersection in East Portland. Some pertinent dates are:

| | |
|---|---|
| Bids opened | June 24, 1976 |
| Contract sent | July 15, 1976 |
| Signal equipment ordered by contractor | July 19, 1976 |
| Site work started | October 11, 1976 |
| 200 days allowed elapsed | February 11, 1977, Project 32% completed |
| Controller arrived in Salem for testing | Week of March 18, 1977 |
| Tested and approved controller ready | April 8, 1977 |
| Site work resumed | April 19, 1977 |
| Contract completion date | April 26, 1977 (74 days liquidated damages accrued at $30 per day) |

We at first questioned the validity of this request because of a lack of documentation which has now been provided. This shows the early timely ordering of the material and a communication from the supplier in January that the manufacturer was experiencing a problem in procuring material for controller cabinets. I believe we can accept this as a valid material shortage situation and concur in the field recommendations for a 68-day extension. This leaves six days liquidated damages in effect because the contractor did not promptly install the equipment when it became available in early April.

This project has High Hazard federal funding. The recommended extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

E-330 (Rev.)—5M—9-64

OE RE RME RCE
TE RECEIVED RSM
UE [illegible] 6 1977 RSC
SO REGION I RBI

## OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 5/24, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 274 days, within which to complete our Contract No. 8393, without the assessment of liquidated damages. The said contract is described as follows: Traffic signals at N. E. 181st & Sandy Boulevard, Portland, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Traffic signal control equipment was delayed in delivery. Equipment was ordered July 19, 1976 and was not cleared thru the Salem Signal Shop till April 8, 1977.

Respectfully submitted,

Graham Electric Company
Contractor

By Robert B Adams

---

### CONSENT OF SURETY

Date 5/31, 1977

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A. McAllister
Attorney-in-fact Carol A. McAllister

Fred. S. James & Co. of
Oregon, Inc. J C Burnett
Resident Agent

(SEAL)

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8393 Contractor Graham Electric Co.

Highway N.E. Portland Hwy.

Section N.E. Sandy Blvd. @ N.E. 181st Ave.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

It is recommended that an increase in work days from 200 to 268 be granted for the following reasons.

Contractor was notified by phone April 8th that controller was ready to be picked up. He could have picked up the controller Monday, April 11th, completed the work by the 15th and scheduled the turn on for not later than April 20th. This schedule, which I feel was adequate, would have required 268 workdays. The delay of the project was caused by the delay in delivery of the controller from the Eagle Corporation.

H M Fillmore Res. Engr.

**Recommended for Approval:-** as noted in Fillmores narrative

Marvin Croft fr
Division Engineer

Concur in above.

L. A. Bond
for
Construction Engineer ~~or~~
~~Bridge Engineer~~

State Highway Engineer

| | |
|---|---|
| Contract No. | 8393 |
| Project designation | HHS-201(5)<br>State-Federal |
| Date awarded | July 2, 1976 |
| Work started | October 11, 1976 |
| Per cent completed | 100% April 26, 1977<br>Date |
| No. of Workdays Allowed | 200 CD |
| No. of Workdays Used | 274 CD |
| No. of Added Workdays Requested | 74 CD |

HP*8266-734

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon

DATE July 5, 1977

TO Marion Craft
Regional Construction Engineer

RECEIVED
CONSTRUCTION SECTION

FROM

H.M. Fillmore
Resident Engineer HMF

SUBJECT

N.E. Sandy Blvd. @ N.E. 181st Ave.
Contract No. 8393

Herewith copies of documents which John Bond asked for in his letter of June 28th. One is copy of their purchase order dated July 19, 1976 and the other is a letter from supplier dated January 6, 1977 stating the delivery of the controller might take an additional 6 weeks.

If more information is requested, please advise.

RE RSC
RECEIVED
TE RSM
CE 1977 RSG
RD REGION 1 GRI

CC: John Bond/Attach.
Referring to your June 28 letter - I [illegible] would have overrun [illegible] [illegible] Fillmore had [illegible]

HARLAN E. BAXTER & ASSOCIATES, INC.
MANUFACTURERS REPRESENTATIVE
TRAFFIC SIGNAL SYSTEMS

SEATTLE TRUST BUILDING
10655 N E 4TH SUITE 400
BELLEVUE WASHINGTON 98004
(206) 454-4079

January 6, 1977

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Re: State of Oregon Job
N. E. Sandy Blvd. at N. E. 191st Ave.
P. O. No. 6081
Eagle S. O. No. 68724

Attention: Mr. Shearman

Dear Mr. Shearman:

The Eagle Signal Corporation is experiencing problems in procurring material for manufacturing of controller cabinets and feel that they will not be able to ship the controllers and cabinet in time to meet the specified completion date, taking into consideration the testing of the controller in the laboratory could be as long as six weeks. They have asked me to inform you of this problem and would like for you to please advise the State of Oregon of this situation and request an extension of time for completion to April 1, 1977.

Would you please advise me as soon as possible if this request would be considered and approved.

Sincerely,

HARLAN E. BAXTER & ASSOCIATES, INC.

Harlan E. Baxter
HARLAN E. BAXTER

HEB:jk

# PURCHASE ORDER

No. 4041 Req. No.

Date July 19 1976

To Earl [illegible] Electric Sales Inc.

For NE Sandy and NE 181st

Address 10655 N.E. 4th Suite 400 Bellevue 98004

Date Required

Ship To Graham Electric Co.

How Ship

Address 311 N.W. Broadway Portland, Or. 97209

Terms

| QUANTITY ORDERED | QUANTITY RECEIVED | PLEASE SUPPLY ITEMS LISTED BELOW | PRICE | UNIT |
|---|---|---|---|---|
| | | Traffic Signal equipment | | |
| | | as required for NE Sandy & | | |
| | | NE 181st Av. | | |
| | | | | |
| | | [illegible] | | |
| | | [illegible] per Standard Specs | | |
| | | [illegible] and as modified by the | | |
| | | Specs. for this Job. | | |
| | | | | |
| | | [illegible] of the specs, [illegible] | | |
| | | the controller [illegible] | | |
| | | testing and we will [illegible] | | |
| | | your material list submittals. | | |

INVOICES PASSED FOR PAYMENT

Please Send 2 Copies Of Your Invoice With Original Bill Of Lading

Graham Electric Co 97209
311 N.W. Broadway - Portland, Ore

Purchasing Agent

1H 147 Rediform

OFFICE COPY

8393

B

June 17, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On June 16, 1977, we wrote to you concerning release of final payment on Contract No. 8393 awarded to Graham Electric Co. for work on N.E. Sandy Blvd. at N.E. 181st Ave. on the N.E. Portland Highway in Multnomah County.

Final payment on this contract is $1,048.78 and the total contract amount is $20,975.50. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Graham Electric Co.
311 N.W. Broadway
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. E. Sandy Blvd @ N. E. 181st

WEEK ENDING: May 13, 1977

SECTION PREFIX: 126-1068

HIGHWAY: N. E. Portland Hwy.

COUNTY: Multnomah

NAME OF JOB: N. E. Sandy Blvd@ N. E. 181st Ave

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Graham Electric Co.

CONTRACT NUMBER: 8393

FEDERAL AID PROJECT NUMBER: HHS-201(5)

DATE OF CONTRACT: July 2, 1976

DATE WORK STARTED: October 11, 1976

ESTIMATED COMPLETION DATE: Completed April 26, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

WORK DAYS USED:

CALENDAR DAYS USED: 274

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 137

PROJECT AUTHORIZATION: $ 28,705.15

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 26,198.15

ENGINEERING AUTHORIZATION: $ 2,507.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,140.85

ENGINEERING COST TO DATE: $ 4,032.86

DATE PROJECT WAS COMPLETED: April 26, 1977

ESTIMATED PERCENT: UNDERRUN 9.6 %

PERCENT OF AUTHORIZATION: 161 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Routing
Keasey K
RECEIVED
Richards
Glenn
MAY 16 1977
Berg
Harwood
CONSTRUCTION
SECTION

8393

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>8 33 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT | State **Oregon**<br>County **Multnomah**<br>Project No. **HHS-201(5)** |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 BY, Jct. NE 181st Ave. (Approx. M.P. 15.46)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 10-8-75 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-3-76 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 90%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 31,252 | $ 28,126 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Assistant State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

By ______________________

______________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

for: G. L. Green

Date executed by Division Administrator 8-3-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

8393

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: N. E. Sandy Blvd @ N. E. 181st | WEEK ENDING: May 13, 1977 | SECTION PREFIX: 126-1068 |
| HIGHWAY: N. E. Portland Hwy. | COUNTY: Multnomah | |
| NAME OF JOB: N. E. Sandy Blvd@ N. E. 181st Ave | KIND OF WORK: Traffic Signal Installation | |
| CONTRACTOR: Graham Electric Co. | CONTRACT NUMBER: 8393 | FEDERAL AID PROJECT NUMBER: HHS-201(5) |
| DATE OF CONTRACT: July 2, 1976 | DATE WORK STARTED: October 11, 1976 | ESTIMATED COMPLETION DATE: Completed April 26, 1977 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS: | WORK DAYS USED: |
| | SPECIFIED CALENDAR DAYS: 200 | CALENDAR DAYS USED: 274 |
| PROJECT AUTHORIZATION: $ 28,705.15 | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 137 |
| EXCLUSIVE OF ENGINEERING: $ 26,198.15 | ENGINEERING AUTHORIZATION: $ 2,507.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,140.85 | ENGINEERING COST TO DATE: $ 4,032.86 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100% |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9.6 % | PERCENT OF AUTHORIZATION: 161 % | DATE PROJECT WAS COMPLETED: April 26, 1977 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Routing
Keasey K
Bond
[illegible]
Harwood
[illegible]
[illegible]
RECEIVED
MAY 16 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-Final ready to be submitted. Waiting on payroll for final week.

This is Final Report

SIGNED H M Fillmore LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

4393

Form Approved: O M B No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>8 33 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>FEDERAL-AID PROJECT AGREEMENT | State **Oregon**<br>County **Multnomah**<br>Project No. **HHS-201(5)** |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 BY, Jct. NE 181st Ave. (Approx. M.P. 15.46)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 10-8-75 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-3-76 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 90%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 31,252 | $ 28,126 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Assistant State Highway Engineer
*(Title)*

By

*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

for: G. L. Green

Date executed by Division Administrator 8-3-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 27, 1976

Federal Aid Project
No. HHS-201(5)

N.E. Sandy Blvd. at 181st Avenue Section
N.E. Portland Highway
Multnomah County

Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 4,500.00 |

Type Code Y031
Traffic Signal (M.P. 15.46)

| | | | |
|---|---|---|---|
| Temporary Protection & Direction of Traffic | All Required | | $ 305.00 |
| Temporary Signs | 225.00 sq.ft. | 5.00 | 1,125.00 |
| Flagmen | 40 hr. | 15.00 | 600.00 |
| 4" Concrete Surfacing | 25 sq.yd. | 20.00 | 500.00 |
| Traffic Signal Installation, Complete | All Required | | 21,390.00 |
| | | | $23,920.00 |
| Anticipated Items<br>Permanent Pavement Striping | All Required | | $ 400.00 |
| | Subtotal | | $24,320.00 |
| | Engineering (10%) | | 1,682.00 |
| | Engineering (Signal Controller Testing) | | 750.00 |
| | TOTAL | | $26,752.00 |

Length of Project - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 4,500 | $ 4,050 | $ 450 |
| Traffic Signal | 26,752 | 24,076 | 2,676 |
| TOTAL | $31,252 | $28,126 | $3,126 |

Group 1 - 100%
Contract No. - 8393
Prefix No. - 26-1068 (Construction)
Prefix No. - 126-1960 (P.E.)

8343

April 1, 1976

Board of County Commissioners
Multnomah County
Courthouse
Portland, OR 97204

Attention: Nancy Gilliam
Clerk of the Board

4/30/76

MISC. CONTRACTS and
AGREEMENTS No. 5632

Gentlemen:

Attached for your records is a fully executed copy of an agreement for traffic signal installation at the intersection of N. E. Portland Highway (N.E. Sandy Boulevard) and 181st Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (agree. att.)

8594.

15

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 19, 1976

TO Oregon Transportation ~~State Highway~~ Commission

5.L

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
N.E. Portland Highway (N.E. Sandy Boulevard)
at 181st Avenue
Multnomah County

We have an agreement which has been executed by the County of Multnomah covering the installation of traffic signals at the intersection of N.E. Portland Highway (N.E. Sandy Boulevard) and 181st Avenue in Multnomah County. The agreement provides that the State will do all the work of the project and will maintain the traffic signals after installation. Multnomah County will pay for all power cost after installation.

The project qualifies for Federal-Aid Title II High-Hazard funds. The total cost of the project is $36,000, composed of $32,400 Federal funds and $3,600 State funds.

This matter will be on the agenda for your consideration at the March 30 meeting and your approval is recommended.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
County-City Unit
E. L. Hardt
Jack Graham
George Bell

VLT:rj dpy

8393 - - 123

Salem, Oregon
December 22, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48839 - Wirick
48840 - Allegree et al
NE Sandy Blvd. at NE 181st.
Avenue Section
Northeast Portland Highway
Multnomah County

Attached are 2 descriptions, an authorization and right of way prints covering permanent easements for signal poles for the subject project, which is scheduled for March 25, 1976.

These easements were requested by Mr. L. E. George by letter of December 12, 1975, copy attached. Please note his request to be notified when the acquisitions have been completed.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

cc: Mr. L. E. George w/print

8513

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 12, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Pole Easement for Signal Installation
181st and N.E. Sandy Blvd.
Multnomah County
Prefix: 126-1960

As a result of a field investigation of the above-named intersection, it has been determined that pole easements are required for two locations as shown on the attached diagram (area outlined in red pencil). These easements are necessary to locate the signal poles a safe distance from the westbound travel lane of Sandy Blvd.

Would you please take the necessary steps to secure the easements and notify this office when they have been acquired? The project is currently scheduled for the March letting, and your prompt attention to this matter would be greatly appreciated. If you have further questions, please contact this office.

L E George
L. E. George
Traffic Engineer

LMC:du
Attachments

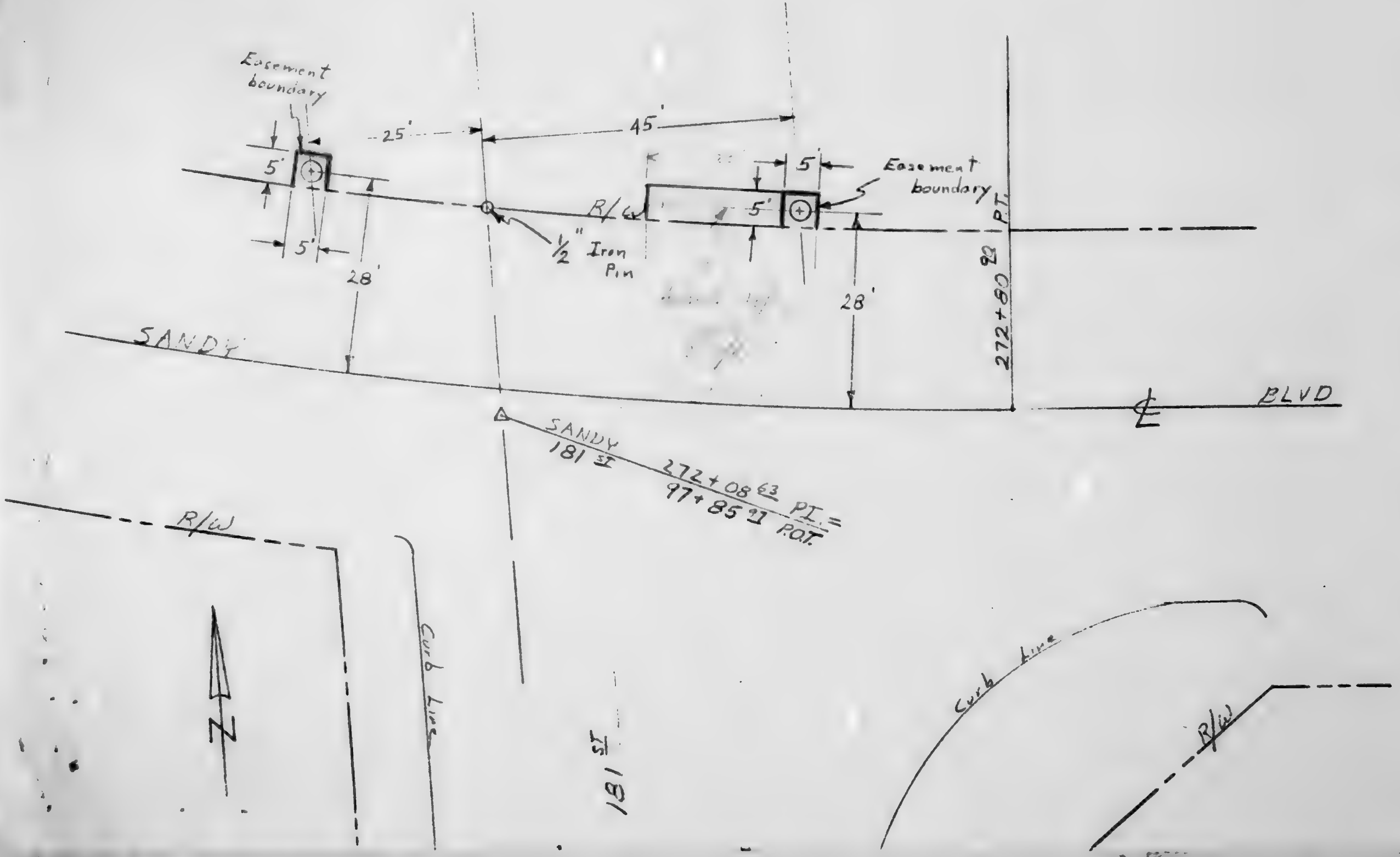
2 Files to R/W
12-22-75

1 Versteeg ✓
A. Olson
2 Terpin T.
3 Scott 6
Swenson
R. Olson
Trout

RECEIVED
DEC 16 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Intersection:
181$^{ST}$ + Sandy Blvd
Multnomah Co.


Easement boundary
5'
5'
25'
45'
5
5'
Easement boundary
R/W
1/2" Iron Pin
28'
28'
272+80$^{92}$ P.T.
SANDY
BLVD
℄
SANDY 181$^{ST}$ 272+08$^{63}$ P.I. = 97+85$^{91}$ P.O.T.
R/W
Curb Line
N
181$^{ST}$
Curb Line
R/W

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

| | |
|---|---|
| STATE HIGHWAY DEPARTMENT<br>Oregon | DATE<br>10-8-75 |
| BY (Signature)<br>L. W. Rulien's September 29, 1975 letter | |
| TITLE<br>Project Management Engineer | |

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

STAGE ITEM NOS. 54 THRU ____ STAGE ITEM NOS. ____ THRU ____

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 54 | HHS-201(5) | 0.0 | 42,000 | 37,800 | NE Sandy Blvd at 181st Ave. Section.Multnomah County State ofOregon | Preliminary Engineering Install multi-phase fully actuated signal and modify channelization including utility adjustments and utility preparatory work. |

RECEIVED
STATE HWY ENGR
OCT 16 '75
REFER TO
Rulien
FOR

REMARKS (Division)

concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is non major action as set forth in FHPM 7-7-2 paragraph 10e.

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE<br>10-8-75 | SIGNATURE AND TITLE<br>C R Burghardt<br>for G. L. Green, Division Administrator |

** Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

8393

8345

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-201(5)

STATE PROJECT NO.
NE Sandy Blvd. at 181st Avenue Section

COUNTY NAME
Multnomah

PROGRAM NO.

ITEM
HHS-54

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '75
REFER TO
Rulien
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
October 8, 1975

FEDERAL ROUTE NUMBER
Primary Route 1

STATE ROUTE NUMBER
Secondary 123

GENERAL LOCATION:
US 30 BY - Junction NE 18st Ave. (Approx. MP 15.46) Portland

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work total estimated cost of $2,000
☐ OTHER (Specify) federal funds $1,800.

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of October 8, 1975 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's September 29, 1975 letter you are authorized to proceed with the work as shown above.

DATE
10-8-75

SIGNATURE OF APPROVING OFFICIAL
CR Burghardt for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

~~PRO 6-2~~

September 29, 1975

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. HHS-201(5)

We are submitting program data for one project, Item No. 54, Project No. HHS-201(5), "NE Sandy Blvd. at 181st Ave. Section", which we desire to have included in the High-Hazard Locations Program under Section 209 of Title II as established by the Federal Aid Highway Act of 1973.

Enclosed are narrative and sketch map for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $2,300 with obligation of Federal funds of $1,800.

DRH:ek

Encl.

cc: E. L. Hardt (Region I)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

9-29-75

Budget Bureau No. 41-R2067;

U.S.

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>21 US 30 BY, Jct. NE 181st Ave. 65 | **ADT** | PRESENT<br>14,450* | FUTURE<br>12,250*<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>26 P. E., Signal & Channel. 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER | PREFIX LETTER(S)<br>HHS-<br>14 23 | NUMBER<br>201 |

| | | | | |
|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>(Section 209) High-Hazard Locations | COUNTY NAME<br>Multnomah | | COD<br>051 |
| | NAME OF URBAN AREA<br>17-81 Portland | ROUTE NO. P | FEDERAL-AID 1 (32) | STATE 123 (36)(37) U.S. 30 BY |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (75) | | |
| 5 | | | | | **PE** | | US 30 BY, Jct. NE 181st Ave.<br>(Approx. M.P. 15.46) | 0.0 | 2,000 | 1,800 | 200 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>Y031<br>Y008 | | "NE Sandy Blvd. at 181st Ave. Section" | 0.0 | 40,000 | 36,000 | 4,000 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.0 | 42,000 | 37,800 | 4,200 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (33) | REMARKS | |

* Traffic entering intersection and future traffic reflects I-205 being completed.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-29-75

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| Jct. NE 181st Ave. (68) | | 14,450* | 12,250* (66) (70) | 95 (71) (72) | 10 | Oregon | 41 (2) (3) | 142 (4) (9) | 54 (14) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| pewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | |
| 1. (62) | (63) (65) | (60) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | |

PROJECT NUMBER

| PREFIX LETTER(S) | NUMBER | SEQ. NO. | T. Project... POST IN. DESIG. |
|---|---|---|---|
| HHS- 14 23 | 201 7 13 | (5) | (24) (26) 27 |

ón 209) High-Hazard Locations

Portland

COUNTY NAME: Multnomah

CODE: 051 (14) (16)

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| P | 1 (32) | 123 (36) | (37) 30 BY (41) |

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| 53 | | (54) (58) | (59) (66) | (67) (75) | | | |
| | US 30 BY, Jct. NE 181st Ave.<br>(Approx. M.P. 15.46) | 0.0 | 2,000 | 1,800 | 200 | | P. E. all phases;<br>Install multi-phase fully actuated traffic signal and modify channelization |
| | | | | | | | |
| | "NE Sandy Blvd. at 181st Ave. Section" | 0.0 | 40,000 | 36,000 | 4,000 | | ROW - 120' min.;<br>Access control - non<br>Parking restriction - partial;<br>Utility adjustment req. including preparatory work. |
| | PROJECT TOTALS | 0.0 | 42,000 | 37,800 | 4,200 | | |
| | | | (16) (23) | (24) (33) | REMARKS | | |

* Traffic entering intersection and future traffic reflects I-205 being completed.

-OVER-

USCOMM DUSCOMM-DC 48908

## NE SANDY BLVD. AT 181st AVE. SECTION

### PROJECT NO. HHS-201(5)

Existing Facility: High-typed surfaced roadways.

NE Sandy Blvd. - FAP 1 -- Channelized section having 2 lanes to the west of 181st Ave. and 2 thru lanes to the east with left-turn refuge lane and acceleration lane.

NE 181st Ave. - FAS 729 - Four lane channelized "T" intersection with NE Sandy Blvd. Stop sign control.

Project Data: The work consists of the following:

1. Preliminary Engineering all phases.
2. (a) Install a multi-phase fully actuated traffic signal at intersection.

   (b) Modify the existing channelization and incidental work common to this type of project.

Right of Way: No additional required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicab
will not result in an alteration of land use or traffi
that would require a significant change in planning co
way.

FHPM 7-7-2 Requirements: Nonmajor action project conc
on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesa
set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 3

Data for PR-37:

| Code | Description | Est. Cost |
|---|---|---|
| Y031 | Traffic Signal | $35,000.00 |
| Y008 | Channelization | $ 5,000.00 |

181st AVE. SECTION

HHS-201(5)

d surfaced roadways.

- Channelized section having 2 lanes to the west of 181st Ave. and 2 thru lanes to the east with left-turn refuge lane and acceleration lane.

- Four lane channelized "T" intersection with NE Sandy Blvd. Stop sign control.

ists of the following:

ering all phases.

ti-phase fully actuated traffic
ersection.

sting channelization and incidental
this type of project.

required.

irports, Water Developments, Historical
e involved.

xempt from State Clearinghouse and Dis-
eview under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 3.

Data for PR-37:

| Code | Description | Est. Cost |
|---|---|---|
| Y031 | Traffic Signal | $35,000.00 |
| Y008 | Channelization | $ 5,000.00 |

8393

Robert W. Straub
XXXXXXXXXX

May 2, 1975

Miss Mary Foley
4609 NE Hoyt
Portland, OR 97213

Dear Miss Foley:

Your letter of April 16 to Mr. E. L. Hardt, Regional Engineer, concerning the traffic hazard at the intersection of Sandy Boulevard and 181st Avenue was forwarded to me for reply.

Unfortunately, the Highway Division does not have sufficient funds for the installation of traffic signals at every potentially hazardous location. In an attempt to properly allocate what funds we do have available, we prepared a traffic signal priority listing for the entire state.

Nationally approved warrants for signals were applied to intersections on the state highway system. At the present time this priority list for intersections which warrant the installation of a traffic signal totals over $1 million. The intersection of Sandy Boulevard and 181st is on this listing. Inasmuch as it meets only one of the five recognized warrants, there is approximately $800,000 worth of projects before we reach this location.

I realize the foregoing will not totally relieve your concern for the potential hazard; however in view of the funding problems, I believe we are handling our traffic signal installation program in the proper manner to serve the people of Oregon.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
A. E. Johnson
L. E. George
E. L. Hardt

4609 NE Hoyt
Portland, Or. 97213
April 16, 1975

Mr Edward Hart
State Hwy. Division
P.O. Box 2157
Portland, Or. 97202

RE RME RCE
RECEIVED
RSM
RSC
SO REGION 1 RBI
ENV LOC

Dear Mr Hart:

Another accident occurred April 15, 1975 at 181st Sandy Blvd. and prompts this letter to request the installation of traffic signals, which are long overdue.

Promises that signals are under consideration will not satisfy we workers who must pass this dangerous intersection going to and from work.

One death last year and frequent monthly accidents at 181st & Sandy warrants your prompt action on this request.

Sincerely yours
(Miss) Mary B. Foley
Boeing Computer Service

8393

15

Robert W. Straub
XXXXXXXXXX

May 2, 1975

Ms. Anna M. Hohnstein
15358 SE Stark Street
Portland, OR 97233

Dear Ms. Hohnstein:

Your letter of April 22 to Mr. E. L. Hardt, Regional Engineer, concerning the traffic hazard at the intersection of Sandy Boulevard and 181st Avenue was forwarded to me for reply.

Unfortunately, the Highway Division does not have sufficient funds for the installation of traffic signals at every potentially hazardous location. In an attempt to properly allocate what funds we do have available, we prepared a traffic signal priority listing for the entire state.

Nationally approved warrants for signals were applied to intersections on the state highway system. At the present time this priority list for intersections which warrant the installation of a traffic signal totals over $1 million. The intersection of Sandy Boulevard and 181st is on this listing. Inasmuch as it meets only one of the five recognized warrants, there is approximately $800,000 worth of projects before we reach this location.

I realize the foregoing will not totally relieve your concern for the potential hazard; however in view of the funding problems, I believe we are handling our traffic signal installation program in the proper manner to serve the people of Oregon.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
bc F. B. Klaboe
A. E. Johnson
L. E. George
E. L. Hardt

April 22, 1975

S RME RIE RME
RECEIVED RSM
UE [illegible] 1975 RSC
SO REGION 1 RSI
ENV LOC

Mr. Ed Hart
State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hart:

I would like to request that consideration be given to improving the traffic control on N. E. 181st and Sandy Blvd.

I drive through that intersection twice a day, five times a week, to and from work and truly believe it is one of the worst intersections in the City of Portland.

There have been so many accidents at that intersection, another occurring just last week. Perhaps what is needed is a traffic light - in any event, something more than is provided at the present time.

Would appreciate very much your giving this matter serious consideration at the earliest possible time.

Yours very truly,

Anna Hohnstein

Anna M. Hohnstein
15358 S. E. Stark St.
Portland, Oregon 97233

Robert W. Straub

January 28, 1975

Mrs. Carolyn Fairley
14608 NE Hancock
Portland, Oregon 97230

Dear Mrs. Fairley:

It is with great difficulty that I reply to your letter concerning the traffic hazards at the intersection of Sandy Boulevard and NE 147th Avenue. I, too, am a parent with children who ride a school bus.

Unfortunately, the Highway Division does not have sufficient funds for the installation of traffic signals at every potentially hazardous intersection. In an attempt to properly allocate what funds we do have available for traffic control measures, we prepared a Traffic Signal Priority Listing for the entire state. Warrants for signals which are utilized nationwide were applied to intersections on the state highway system. This priority list totals over $1 million.

Letters we have received in the past, including one from the Reynolds School District, have requested traffic signals on Sandy Boulevard at 122nd, 147th, 162nd, and 181st Avenues. All of these intersections, with the exception of 147th Avenue, met the warrants for the installation of a traffic signal. Unfortunately, the intersection with the highest warrant, NE 122nd Avenue, is over $600,000 down on the statewide priority list.

I realize none of the foregoing will totally relieve your concern for the potential hazards at the intersection of Sandy and 147th Avenue. I do feel however that in view of the funding problem, we are handling our traffic signal installation program in the most reasonable manner to properly serve the people of Oregon.

Mrs. Carolyn Fairley
January 28, 1975
Page Two

I am taking the liberty of attaching other correspondence we have had with the Reynolds School District in regard to the problems on Sandy Boulevard.

Thank you for your concern.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RLS:ab
Attachments

bc F. B. Klaboe
A. E. Johnson
L. E. George
E. L. Hardt

Mrs. Stephen Fairley
14608 N.E. Hancock
Portland, Oregon 97230

14608 N. E. Hancock St.
Portland, Oregon
January 15, 1975

Mr. R. L. Schroeder
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Schroeder,

I would like to express my concern regarding the N. E. 147th Ave. and Sandy Blvd. intersection in Portland and request that the state install traffic signals to alleviate the hazards that occur there.

I witnessed a near accident involving a loaded school bus at the aforesaid intersection. I had waited at least five minutes behind a Reynolds School District bus which was attempting to turn west onto Sandy Blvd. from N. E. 147th Ave.. It was about 3:40 p.m.. The driver behind me suddenly passed my car and the bus on the right and made a left turn. Fortunately, the bus began turning only seconds before the car and a collision was avoided.

I live in the area and avoid this intersection. I know that the traffic flow is steady on Sandy Blvd.. I know that the last traffic controlled intersection, heading east, is at 112th Ave.. My only alternative to enter the area west of 147th and south of Sandy Blvd. (Argay Terrace) is to approach it from 122nd Ave. and Fremont. This route is of great inconvenience to me, but it is both unreasonable and impractical for Reynolds School District buses to be routed in that direction.

I have heard this particular intersection discussed frequently by Reynolds District personnel and parents. They have been concerned and have written letters. To my knowledge, no state action has been taken. A light at the 147th Ave. and Sandy Blvd. intersection would make it safer for motorists using Sandy Blvd. as an access. It would also help control the speed of the traffic on N. E. 147th Ave.. Children attending Margaret Scott School from the Argay Terrace area are having their lives jeopardized daily by cars exceeding the speed limit. The children are not provided the protection of a sidewalk on this thoroughfare---they walk on poorly maintained narrow mud pathways. That is another issue by itself.

I would appreciate a response to this letter and will share it with the members of the Margaret Scott P. T. A.. Hopefully, it will indicate an interest in our problem and a solution to rectify it before an automobile or school bus is involved in an accident.

Sincerely,

Carolyn Fairley

Mrs. Carolyn Fairley

October 28, 1974

Mrs. Dolores L. Backus
Transportation Supervisor
Reynolds School District No. 7
Route 2, Box 496
Troutdale, Oregon 97060

Dear Mrs. Backus:

This will acknowledge your letter of October 21 to L. E. George, Traffic Engineer for the Highway Division, regarding the traffic situation on Sandy Boulevard at 181st Avenue, 162nd Avenue and 147th Avenue.

A short time ago, we conducted traffic signal warrant studies on Sandy Boulevard at NE 122nd Avenue, NE 147th Avenue, NE 162nd Avenue and NE 181st Avenue. The studies included such items as vehicular traffic volumes, pedestrian volumes, past accident experience, and the physical conditions of the intersections.

We compared conditions at these intersections with the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants which have been adopted by the Oregon Transportation Commission. We found that signals were warranted at each of the intersections, with the exception of NE 147th Avenue. Under our present policies, NE 147th Avenue does not qualify for signalization.

Unfortunately, we do not have sufficient funds to install signals at all the locations that meet the warrants. However, we have established a statewide Traffic Signal Priority Listing from which we work when funds become available. For your information, the intersections of Sandy Boulevard at NE 122nd Avenue, NE 162nd Avenue, and NE 181st Avenue are not very high on the priority list.

It is not anticipated, therefore, that traffic signals will be installed at these intersections in the near future.

Thank you for your interest in traffic matters.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
E. L. Hardt

RDT:pb: ab

REYNOLDS
SCHOOL DISTRICT NO. 7
MULTNOMAH COUNTY
1424 N.E. 201ST
MAIL ADDRESS: RT. 2, BOX 496, TROUTDALE, OREGON 97060
TELEPHONE 665-9161

DR. HAUTON B. LEE
Superintendent
DEAN W. TATE
Assistant Superintendent
ROBERT O. SPROUL
Business Manager

BOARD MEMBERS
Stephen Hill
Chairman
Eleanor Clark
Vice-Chairman
Donald Lewis
Barbara Hood
Dewey Hoffmeister
Stephen Fairley
Raymond Nelson

October 21, 1974

Mr. L. E. George
Oregon State Highway Department
Salem, Oregon

Dear Mr. George,

Reynolds School District is in a rapidly growing area. Traffic congestion is becoming an ever increasing problem and causes a great deal of concern. Several streets within the district have been widened and many traffic lights installed in the past few years. One street, within the district however, is becoming more and more difficult to enter, with no apparent relief in sight. The drivers of Reynolds School District have continually expressed a concern over having to enter Sandy Blvd. at intersections of 181, 162 and 147. Entering Sandy has become extremely hazardous due to almost no interruption in the flow of traffic. Located along an industrial area, the high rate of speed and the lack of traffic signals all add to the increasing useage by motorist. Unfortunately, the school buses are utilizing the streets at peak traffic hours which only compound the current problem. Not only are the buses using the streets in the early morning hours but several of the buses do not return tothe garage until 7 o'clock at night. Therefore, there are buses trying to negotiate these intersections at 5 and 6:30 p.m. I cannot emphasize strongly enough the grave concern felt by all involved personnel about the seriousness of the existing situation.

As an administrator and parent, safety holds the position of utmost importance in all considerations given to drivers, buses and routes. It is therfore, a most frustrating feeling when placed in a position of putting buses in unsafe situations, such as those presently exisiting on Sandy Blvd.

Careful consideration to the request for some type of traffic control at these intersections would be greatly appreciated. If it is not possible to stop or slow the flow of traffic at more than one of these intersections, it would be the most useful to have a break in the traffic flow occur to the west; which in turn would have an effect on the eastern intersections.

NOTED
L.E. GEORGE

Sincerely,

Dolores L. Backus (Mrs.)
Transportation Supervisor

cc: Mr. Howard Shaw

RECEIVED
OCT 22 1974
TRAFFIC ENGINEERING

8543

15

October 17, 1974

Mr. R. Allen Hester, Principal
Margaret Scott School
14700 NE Sacramento Street
Portland, Oregon 97230

Dear Mr. Hester:

This will acknowledge your letter of October 11 to L. E. George, Traffic Engineer for the Highway Division, regarding the traffic situation on Sandy Boulevard at 148th Avenue.

A short time ago, we conducted traffic signal warrant studies on Sandy Boulevard at NE 122nd Avenue, NE 148th Avenue, NE 162nd Avenue, and NE 182nd Avenue. The studies included such items as vehicular traffic volumes, pedestrian volumes, past accident experience, and the physical conditions of the intersections.

We compared conditions at these intersections with the prescribed warrants as set forth in the Manual on Uniform Traffic Control Devices. These are nationally accepted warrants which have been adopted by the Oregon Transportation Commission. We found that signals were warranted at each of the intersections, with the exception of NE 148th Avenue. Under our present policies, NE 148th Avenue does not qualify for signalization.

Unfortunately, we do not have sufficient funds to install signals at all the locations that meet the warrants. However, we have established a statewide Traffic Signal Priority Listing from which we work when funds become available. For your information, the intersections of Sandy Boulevard at NE 122nd Avenue, NE 162nd Avenue, and NE 182nd Avenue are not very high on the priority list. It is not anticipated, therefore, that traffic signals will be installed at these intersections in the near future.

Thank you for your interest in traffic matters.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
E. L. Hardt

RDT:pb: ab

[illegible]TON B. LEE
Superintendent
DEAN W. TATE
Assistant Superintendent
ROBERT O. SPROUL
Deputy Clerk-Business Manager

R. ALLEN HESTER
Principal

# *Margaret Scott School*

REYNOLDS SCHOOL DISTRICT NO. 7
14700 N.E. SACRAMENTO
PORTLAND, OREGON 97230
255-2031

October 11, 1974

Mr. L. E. George
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am the Principal of Margaret Scott Elementary School in east Multnomah County. The school is located near 148th Avenue on Sacramento Street. The Banfield Freeway separates the attendance area for Margaret Scott School. One hundred forty-eighth Avenue is the connecting street with Sandy Boulevard where our children living below the freeway travel getting to school. My concern at this time is that we have a very dangerous situation at the intersection of 147th and Sandy Boulevard. This intersection is not used by the students as pedestrians but it is the only way that busses and the children's parents may use in the trip coming to school. Traffic is very heavy on Sandy Boulevard and moderately heavy on 148th (which becomes 147th with the Sandy Boulevard intersection) because of the industrial area to the east of that intersection. Unfortunately the heaviest traffic of the day coincides with the times we are using that road.

One of the compounding problems of this situation is that there is no interruption to traffic with no predictable gaps in the flow of traffic due to the lack of traffic lights along Sandy Boulevard in either direction from the aforementioned intersection. The nearest signal to the west is 35 blocks and practically no interruption to the east. As a result, traffic stacks up in an attempt to enter Sandy Boulevard with the dangerous chances that drivers take through their frustration. Last Monday morning, October 7, at about 7:45 a.m., I counted 27 cars stacked up on 147th waiting to get on to Sandy Boulevard.

Busses, because of size, visibility limitations, over all speed and weight factors, many times experience great difficulty negotiating this intersection. We are very careful that if some corrective measures are not taken that a serious accident may well take place at this intersection.

Numerous people in this area have spoken to me about this hazardous situation and we are hoping that the state highway department can provide some form of traffic control to alleviate this traffic problem.

My attention has been primarily drawn to the intersection at 147th and Sandy Boulevard since this is the route used for this school, but I would suggest that a similar situation occurs at 162nd Avenue and 181st Avenue where they too intersect with Sandy Boulevard. These likewise are intersections used by other schools in the Reynolds School District.

We hope that prompt attention may be given to this matter and if there is any data or assistance that we may render, please let me know.

Yours very truly,

R Allen Hester

R. Allen Hester, Principal
Margaret Scott School

rah.md

cc: Mr. Howard Shaw

RECEIVED
OCT 14 1974
TRAFFIC ENGINEERING

June 1, 1973

Mr. Keith A. Guinn
17136 S. E. Salmon
Portland, Oregon 97233

Dear Mr. Guinn:

Traffic Signal Investigations
Sandy Boulevard

This is in further regard to your letter of April 16 concerning traffic conditions at the intersections of N.E. 122nd Avenue, N.E. 148th Avenue, N.E. 162nd Avenue and N.E. 182nd Avenue with Sandy Boulevard.

We have completed our investigation and find that traffic signals are warranted at N.E. 122nd Avenue, N.E. 162nd Avenue and N.E. 181st Avenue. Since funds are not available to install all requested traffic signals we maintain a statewide traffic signal priority listing to which these locations will be added. When funds become available, we will contact the county to see if we can arrange for a cooperative traffic signal installation.

Thank you for your interest in highway matters.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RDT:ds jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
R. N. Bothman
L. W. Rulien

April 16, 1973

Mr. Keith A. Guinn
17136 S. E. Salmon
Portland, Oregon 97233

Dear Mr. Guinn:

This will acknowledge your letter of April 3, 1973, concerning traffic conditions at the intersections of N.E. 122nd Avenue, N.E. 148th Avenue, with N.E. 162nd Avenue and N.E. 182nd Avenue with Sandy Boulevard. As you indicated in your letter, traffic signal installations in Oregon must meet standard warrants that are used nationally. I am sure you can appreciate the fact that these types of devices must be installed on an orderly basis, based on priority of needs.

A traffic signal installation will cost from $13,000 to $25,000, depending on the type of equipment used. Funds for this type of work have been depleted until July of this year, and because of the critical needs of other locations in the State, we must examine each location in detail to determine not only the need for this type of traffic control, but also its relative priority on a statewide basis.

We will analyze traffic conditions at each of these intersections, and when our study has been completed, we will correspond with you further.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
L. W. Rulien - Please have Ron conduct a traffic signal investigation at the four locations listed in Mr. Guinn's letter and transmit a copy of the report when completed.

RECEIVED
STATE HWY ENGR
APR 5 '73
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

17136 S.E. Salmon
Portland, Oregon 97233
April 3, 1973

Oregon State Highway Department
State Highway Department Building
Salem, Oregon

Gentlemen:

Does the State have a responsibility to contribute to the safety of the motorist assuming the latter has fulfilled this requirement?

This is the question that I have pondered, now, for nine--yes, nine--years with regard to these north-south arteries feeding into N.E. Sandy Boulevard, Portland, Oregon: N.E. 122nd Ave., N.E. 148th Ave., N.E. 162nd Ave., and N.E. 182nd Ave.

Three years ago I confronted the Multnomah County Sheriff's Department with this dilemma; they advised that it was a state highway jurisdiction and that the traffic count didn't meet minimum requirements for a signal.

I would like you to spot a representative at 162nd and Sandy on a typical day to observe the east-west traffic on Sandy racing in both directions anywhere from 40 to 60 mph and see the cars (as many as 15) backed up on 162nd awaiting entry on Sandy. Some enterprising drivers turn east on Sandy and turn around down the road in order to head west; others cut through the service station on the southwest corner of the intersection to achieve their westerly course. It is not uncommon to consume five minutes to enter Sandy from 162nd!

To make matters worse, the nurseryman on the southeast corner (see schematic) frequently has his own truck as well as a 40' semi parked on the shoulder for loading. This causes the motorist on 162nd to pull clear into the eastbound lane, on Sandy, to view traffic coming from the east to determine if a safe entry can be made. In the meantime, he has completely blocked, and probably forgotten, the motorist coming from the west on Sandy. By the way, the "nurseryman problem" was my initial reason for confronting the county sheriff referred to previously.

RECEIVED
APR 9 1973
TRAFFIC ENGINEERING

RECEIVED
1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This dangerous situation exists at all three locations cited above.

The problem was somewhat rectified at 122nd and Sandy when 122nd was widened, but the exit to Sandy from 122nd still poses the same dilemma!

Now sit back a moment and digest what I have just stated: ALL FOUR ARTERIES FEEDING INTO SANDY BOULEVARD COMMENCING WITH 122ND THROUGH 182ND ( AND THERE ARE ONLY FOUR FROM THE SOUTH) PROVIDE A TREMENDOUS QUANTITY OF INPUT INTO AN ALREADY OVER-TAXED HIGHWAY--SANDY BOULEVARD!

Surely, you are interested in highway safety--we hear safety advertisements daily!

How much is a human life worth?

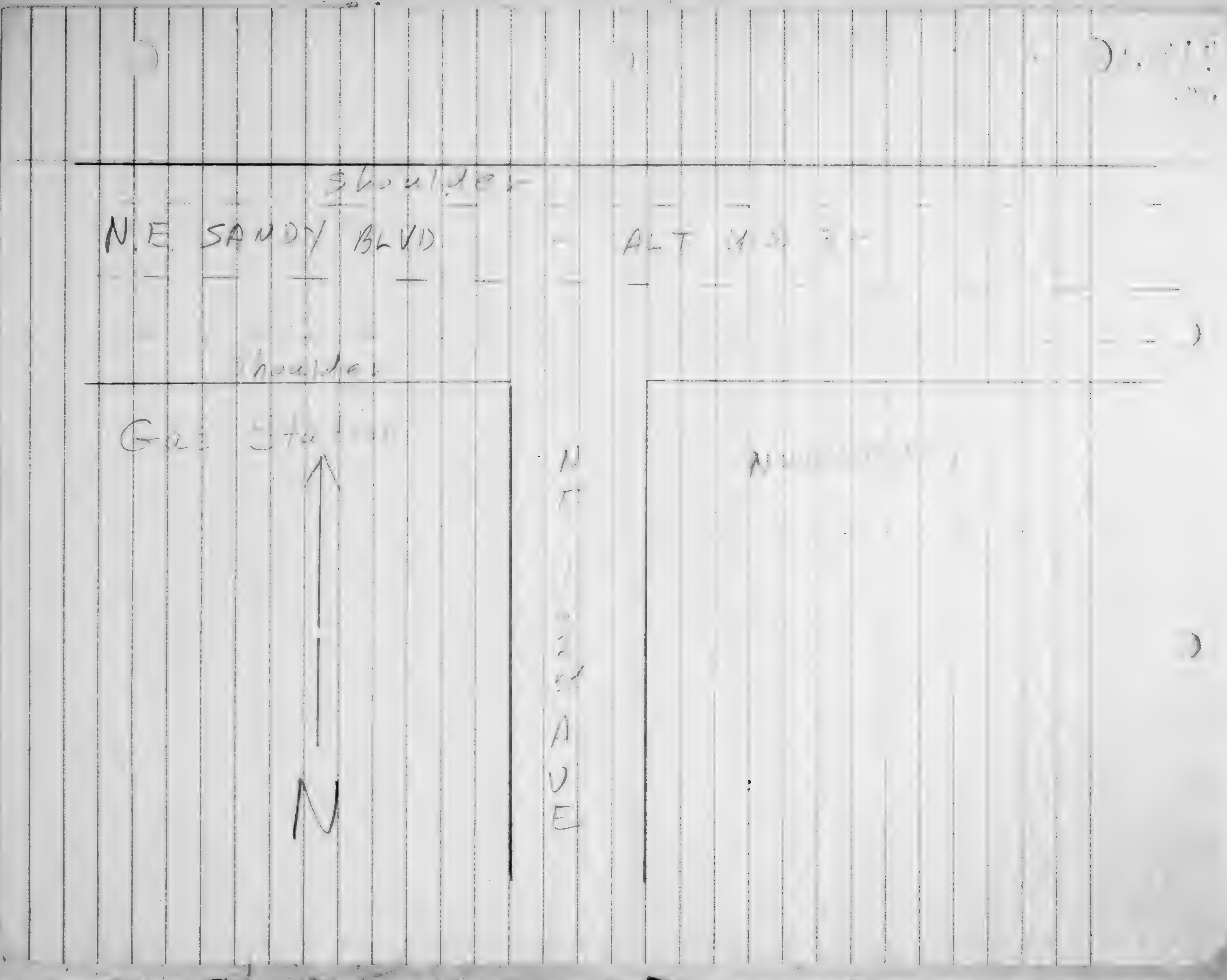
Okay! What can your department do about it?

Very truly yours,

Keith A. Guinn

Enclosure

RECEIVED
APR 5 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS


shoulder
NE SANDY BLVD
ALT
shoulder
Gas Station
N
NE AVE

8394 Troutdale (S.E. 6th St.) 1976
City Street
(Grading & paving)

C+A 5489 11-3-75

Date April 8, 1977

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8382 Prefix 306-1724 Survey Prefix 306-1407

Street Fir Street

City Powers

| | |
|---|---|
| Payments to Contractor (see attached voucher) ........... | $ 21,937.55* |
| Engineering and Contingencies .......................... | 2,869.77 |
| Survey: Total $2,851.43<br>Prorated Share ................................ | -- |
| TOTAL .............. | $24,807.32 |
| Agreed State Share | $24,807.32 |
| Agreed City Share | -- |
| City Advance Deposit | $ 2,350.00 |
| Amount Due City | $ 2,350.00 |

Reference: Outside Billing cc-1724

*Includes $9.87 interest.

8394

March 30, 1977

Safeco Insurance Company of America
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On March 25, 1977, we wrote to you concerning release of final payment on Contract No. 8394 awarded to Porter W. Yett Company for work on S.E. 6th Street in Troutdale in Multnomah County.

The total contract amount is $20,163.62 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Porter W. Yett Company
6500 N.E. Ainsworth
Portland, OR 97218

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

# CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

PAYEE
Porter W. Yett Co.
6500 N.E. Ainsworth
Portland, OR 97218

VOUCHER DATE: 3-25-77

TOTAL AMOUNT: $ 0

WARRANT NUMBER: JV 69565

CONTRACT NO.: 8394

ESTIMATE NO.: 4 final

PERIOD COVERED: to 10-16-76

APPROVED:
DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

## CONTRACTOR'S CERTIFICATE

I, Steven P. Yett Steven P. Yett certify that I am President that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)
that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
APR 04 1977
HIGHWAY ACCOUNTING

RECEIVED
APR 01 1977
HIGHWAY ACCOUNTING

Steven P. Yett
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

## CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY [illegible]

HIGHWAY CITY STREET

FEDERAL AID PROJECT NO.

SECTION TROUTDALE (SE 6TH ST)

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT |
|---|---|---|---|---|---|---|
| 01 | 9M REMOVAL OF STRUCTURES AND OBSTRUCTIONS | LUMP SUM | [illegible] | 100.000 | [illegible] | 200.00 |
| 02 | 9M GENERAL EXCAVATION | LUMP SUM | 3300.0000 | 100.000 | 3300.00 | 3300.00 |
| 03 | 9M TRENCH EXCAVATION | CU YDS | [illegible] | 112.[illegible] | 73[illegible].64 | 73[illegible] |
| 04 | 9M AGGREGATE BASE 7 INCHES THICK | SQ YDS | 2.[illegible] | [illegible] | 51[illegible] | 51[illegible] |
| 05 | 9M CL B OR CL C ASPH CONC 3-INCHES THICK | SQ YDS | 3.[illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | 9M 12-INCH CULVERT PIPE | LIN FT | [illegible] | [illegible] | [illegible] | [illegible] |
| 07 | 9M 12-INCH SEWER PIPE | LIN FT | [illegible] | 1[illegible] | 1[illegible] | 1[illegible] |
| [illegible] | 9M CONCRETE INLETS TYPE G-1 | [illegible] | [illegible] | [illegible] | 11[illegible] | 11[illegible] |
| [illegible] | 9M 6-INCH DRAIN PIPE | LIN FT | [illegible] | [illegible] | [illegible] | [illegible] |
| | ADJUSTMENT ITEMS | | | | | |
| [illegible]01 | 9M LIQUIDATED DAMAGES | DAY | [illegible]- | [illegible] | [illegible]- | [illegible]- |
| [illegible]01A | 9M LIQ DAM TIME EXT APPROVED 11-17-76 | DAY | [illegible] | [illegible] | [illegible] | [illegible] |

| | | | |
|---|---|---|---|
| DATE 03 25 77 PG. 01 [illegible] | TOTAL CONTRACT ITEMS | [illegible] | 20163.62 |
| PREVIOUS VOUCHER NO. 29750 | % RETAINED ON CONTRACT ITEMS | | |
| CHECKED BY: JK/kf | FORCE ACCOUNT | | |
| ENGINEER OR AUDITOR R. Pyle | TOTAL PAYMENTS | 20,163.62 | 20,163.62 |

| | | |
|---|---|---|
| COUNTY [illegible] | [illegible] | |
| HIGHWAY CITY STREET | FEDERAL AID PROJECT NO. | |
| SECTION TROUTDALE (SE 6TH ST) | | |

| | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| OBSTRUCTIONS | LUMP SUM | 700.0000 | 100.000 | [illegible] | [illegible] | |
| | LUMP SUM | 3200.0000 | 100.000 | [illegible] | [illegible] | |
| | CU YDS | 6.5[illegible] | 112.35 | 73[illegible].24 | 7[illegible].24 | |
| THICK | SQ YDS | 2.4[illegible] | [illegible] | 51[illegible] | 51[illegible] | |
| 3-INCHES THICK | SQ YDS | 3.320[illegible] | [illegible] | [illegible] | [illegible] | |
| | LIN FT | 9.0[illegible] | [illegible] | [illegible] | [illegible] | |
| | LIN FT | 10.0[illegible] | 1[illegible] | 1[illegible] | 1[illegible] | |
| | [illegible] | 75[illegible] | [illegible] | 11[illegible] | 1[illegible] | |
| | LIN FT | [illegible] | [illegible] | [illegible] | [illegible] | |
| | DAY | 5[illegible] | [illegible] | 1[illegible] | 1[illegible] | |
| 11-17-7[illegible] | DAY | 50.[illegible] | 31.[illegible] | [illegible] | [illegible] | |

| | | |
|---|---|---|
| GROSS [illegible] | | |
| T-E [illegible] | | |
| * [illegible] | | |

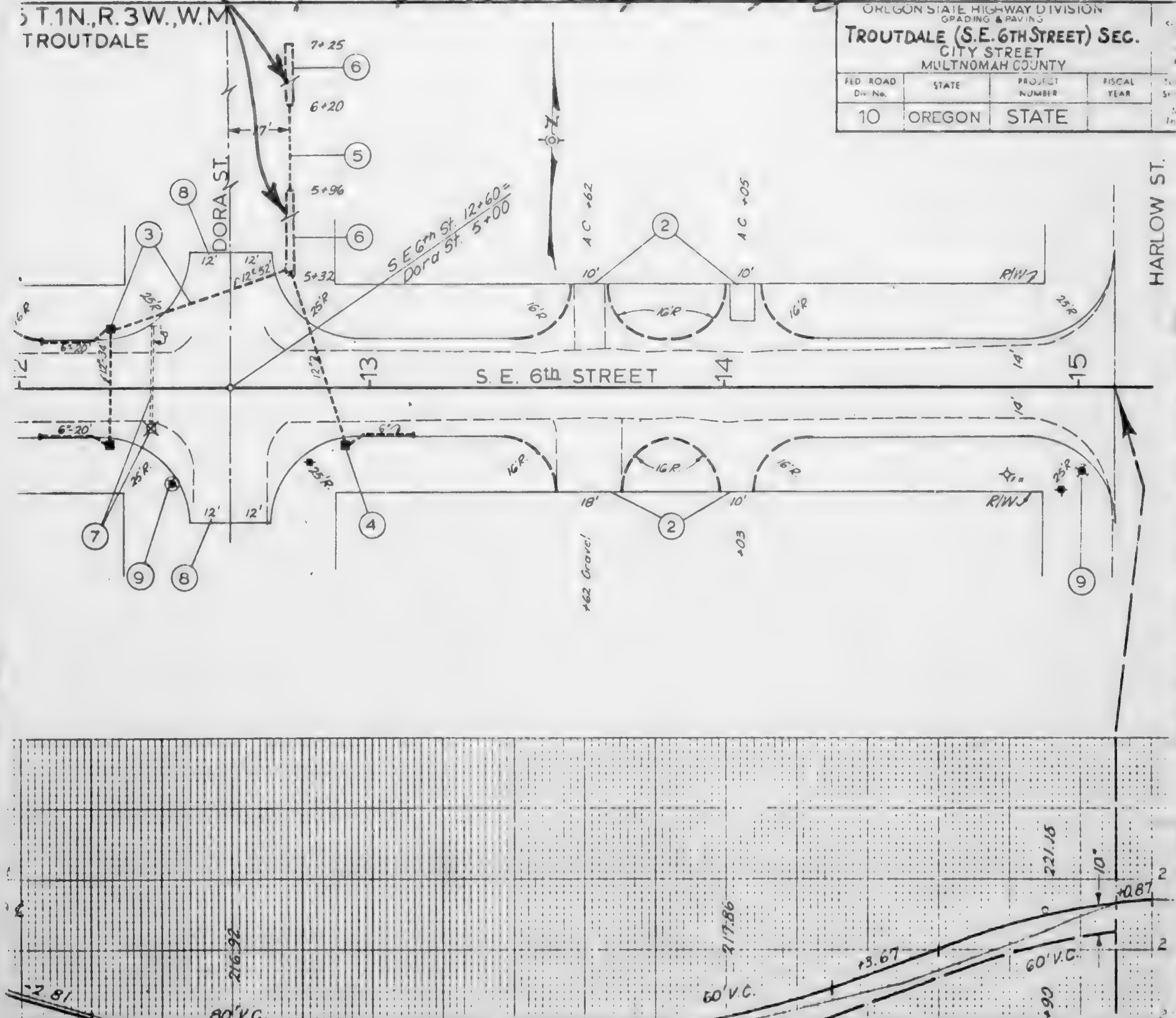
| | | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|
| 39[illegible] | TOTAL CONTRACT ITEMS | 20163.62 | 20163.62 | |
| | % RETAINED ON CONTRACT ITEMS | | | |
| | FORCE ACCOUNT | | | |
| | TOTAL PAYMENTS | 20,163.62 | 20,163.62 | |

12-1-76 = Roy Pyk called re: City acceptance of SCA Job. Property owner objects to the open ditch & City proposes to have State purchase pipe under SFO & City will install w/their forces. George Hopkins agrees w/ this scheme and Roy will pursue thru Region. GEB.

12V-3

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
TROUTDALE (S.E. 6TH STREET) SEC.
CITY STREET
MULTNOMAH COUNTY

| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR |
|---|---|---|---|
| 10 | OREGON | STATE | |



T.1N., R.3W., W.M.
TROUTDALE
DORA ST.
HARLOW ST.
S. E. 6th STREET
S.E. 6th St. 12+60 = Dora St. 5+00
7+25
6+20
5+96
5+32
7'
12'
12'
12'
12'
12+52
12+34
6+20
6+20'
6+2
25'R
16'R
10'
18'
14'
A C +62
A C +05
+62 Gravel
+03
R/W
12
13
14
15
1
2
3
4
5
6
7
8
9
-2.81
80' V.C.
216.92
+0.67
217.86
60' V.C.
+3.67
221.16
60' V.C.
+0.87
10"
-90
0

DATE JOB COST SUMMARY FEBRUARY 1977 PAGE 382

| ON OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|
| | | | ** JOB TOTALS ** | | ** | 27,802.37 ** | 27,802.37 ** |
| & 4TH STS (HERVIAS) | 324 | 1730 | 201 | 00 | | 18,611.61 | 18,611.61 |
| | 324 | 1730 | 206 | 00 | | 5.61 | 5.61 |
| | 324 | 1730 | 900 | 00 | | 1,865.03 | 1,865.03 |
| | 324 | 1730 | 900 | 00 - | | 9.41 | 9.41 |
| | | | ** JOB TOTALS ** | | ** | 20,491.66 ** | 20,491.66 ** |
| T-MAIN ST MT ANGEL | 324 | 1731 | 295 | 00 | | 2,000.00 | 2,[illegible] |
| | | | ** JOB TOTALS ** | | ** | 2,000.00 ** | 2,[illegible] ** |
| | 324 | 1732 | 900 | 00 | | 12,[illegible] | 12,[illegible] |
| | 324 | 1732 | 924 | 00 | | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | ** | 12,[illegible] ** | 13,[illegible] ** |
| CRK BR (HEPPNER) | 325 | 1707 | 900 | 00 | | | [illegible] |
| | | | ** JOB TOTALS ** | | ** | ** | [illegible] ** |
| ST (TROUTDALE) | 326 | 1706 | 201 | 00 | 95.83CR | 20,113.62 | 20,113.62 |
| | 326 | 1706 | 203 | 00 | | 110.00CR | 110.00CR |
| | 326 | 1706 | 204 | 00 | 1,018.97 | | |
| | 326 | 1706 | 900 | 00 | 35.44 | 3,[illegible].15 | 3,[illegible].15 |
| | | | ** JOB TOTALS ** | | 958.58 ** | 23,529.77 ** | 23,529.77 ** |
| -FREEWATER LANE ST | 330 | 1732 | 282 | 00 | | 25,000.00 | 25,000.00 |
| | | | ** JOB TOTALS ** | | ** | 25,000.00 ** | 25,000.00 ** |
| NS-LENOX AVE | 334 | 1720 | 201 | 00 | | 22,[illegible] | 22,[illegible] |
| | 334 | 1720 | 295 | 00 | | [illegible].27 | [illegible].27 |
| | 334 | 1720 | 296 | 00 | | [illegible]CR | [illegible]CR |
| | 334 | 1720 | 900 | 00 | | 2,[illegible].79 | 2,[illegible].79 |
| | | | ** JOB TOTALS ** | | ** | 25,[illegible].17 ** | 25,[illegible].17 ** |
| TTE 7TH ST | 336 | 1726 | 201 | 00 | | | 12,[illegible] |
| | 336 | 1726 | 201 | 00 P | | | 9,744.00 |
| | 336 | 1726 | 206 | 00 R | | | [illegible] |
| | 336 | 1726 | 900 | 00 | | | 1,[illegible].19 |
| | | | ** JOB TOTALS ** | | ** | ** | 22,771.33 ** |
| REET (SHERIDAN) | 336 | 1727 | 282 | 00 | | | 20,817.64 |
| | 336 | 1727 | 900 | 00 | | 2.72 | 11.42 |
| | 336 | 1727 | 915 | 00 | | | 67.27 |
| | | | ** JOB TOTALS ** | | ** | 2.72 ** | 20,896.33 ** |
| AN W CTY LIM - MASON ST | 336 | 1728 | 295 | 00 | | 25,000.00 | 25,000.00 |
| | 336 | 1728 | 296 | 00 | | 25,000.00CR | 25,000.00CR |
| | 336 | 1728 | 900 | 00 | | 25,000.00 | 25,000.00 |
| | | | ** JOB TOTALS ** | | ** | 25,000.00 ** | 25,000.00 ** |

```
O DATE JOB COST SUMMARY                                                         FEBRUARY 1977        PAGE 370
                                                                                    FISCAL            GRAND TOTAL
TION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH        YEAR TO DATE          TO [illegible]
                              323   1455     920    00                               25.00             [illegible]
                              323   1455     921    00                               58.00               180.64
                                             ** JOB TOTALS **                **      83.00  **         2,516.48  **

F RD-WASHINGTON ST(STAYTO     324   1402     910    00          319.66              443.89               443.89
                              324   1402     924    00                               75.72                75.72
                                             ** JOB TOTALS **   319.66       **     519.61  **           519.61  *

ST-SPRR (JEFFERSON)           324   1404     910    00           68.56               68.56                68.56
                                             ** JOB TOTALS **    68.56       **      68.56  **            68.56

                              324   1470     295    00                                                   193.13
                              324   1470     296    00                                                   193.13CR
                                             ** JOB TOTALS **                **             **

R(CHURCH ST BR)MARION/LIN     324   1483     901    00                                                   156.53CR
                              324   1483     905    00                                4.07                 4.07
                              324   1483     906    00                                                   469.58
                                             ** JOB TOTALS **                **       4.07  **           317.12

H ST (HUBBARD)                324   1490     295    00                              419.45               419.45
                              324   1490     296    00                              419.45CR             419.45CR
                              324   1490     901    00                                                 2,1[illegible]
                              324   1490     905    00                                3.10               978.53
                              324   1490     910    00                                                   733.77
                              324   1490     914    00                                                    56.47
                              324   1490     920    00                                                    22.34
                              324   1490     921    00                               56.77               346.29
                                             ** JOB TOTALS **                **      59.87  **         4,352.17

Y ST  IN GERVAIS PAVING       324   1491     901    00                               82.46             1,266.44
                              324   1491     901    00 &       13.92CR               18.92CR              18.92CR
                              324   1491     905    00                                3.10               167.96
                              324   1491     910    00                                                 1,2[illegible]
                              324   1491     914    00                                                   191.79
                              324   1491     920    00                                                    22.34
                              324   1491     921    00                               10.00CR             130.00
                                             ** JOB TOTALS **    18.92CR**           56.64  **         3,0[illegible]

6TH AVE (TROUTDALE)           326   1463     901    00                                                 2,466.62
                              326   1463     905    00                                                   509.72
                              326   1463     905    00 &                                                 173.25
                              326   1463     910    00                                                    44.32
                              326   1463     920    00                                                    25.05
                              326   1463     921    00                               55.14               474.10
                                             ** JOB TOTALS **                **      55.14  **         3,693.06
```

1976

## SPECIAL CITY ALLOTMENT FUND
## INVESTIGATION DATA

City: Troutdale Date [illegible] Div. 1
Population: 19__: [illegible] 19__: [illegible]
Street: [illegible]

No. of Previous Projects 1
Last Project [illegible] (Year)
Total SCA Funds $[illegible]
Funds/Capita $
Average/Capita $[illegible]

**EXISTING**

Surface Now in Place: A. C. ____ Oil ✓ Gravel ____ Concrete ____
Surface Width: 20 Ft. Shoulder-to-Shoulder Width: 24 Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 60 Ft.
Remarks:

**PROPOSED**

Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: 24 Ft. Shoulder Width: 6 Ft. C-C Width: 36 Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 8 in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.09 Mile, 500 Ft. Type Curb: ____
Remarks:

### ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ | $ | $ |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | | | |
| GENERAL EXCAVATION Cu Yd. | ~~LUMP SUM~~ | 1290 | 5.00 | 6450- |
| 1"-0 AGGR. BASE 8" DEEP | SQ. YD. (Cu [illegible]) | 2020 | 2.50 | 5050- |
| ~~CEMENT TREATED SUBGRADE~~ Special fill matl. | CU. YD. | 30 | 15.00 | 450- |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC 3" DEEP | SQ. YD. | 2020 | 3.40 | 6868- |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. ~~FT.~~ 40- | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | | | |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| 6 INCH ~~CULVERT~~ PIPE Drain | LIN. FT. | 400 | 5.50 | 2200- |
| ADJUST MANHOLES | EACH | | | |
| | | | TOTAL | $21018- |

| | |
|---|---|
| Permanent Signing ($100 per Intersection) | |
| Flagging | |
| TOTAL | $21018- |
| Engineering and Contingencies (20%) | 4202- |
| TOTAL | $25,220- |
| City's Estimated Share of Survey | $ 280- |
| TOTAL ESTIMATED COST | $25,500- |

*Items include 10% allowance.

November 17, 1976

Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland, OR 97218

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8394 for work on S. E. Sixth Street, Troutdale, in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 31 days as requested is granted for delay relating to proposed power pole relocation. This leaves 5 days' liquidated damages remaining.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Region I

JAB:fr ja

FORM 81.714.3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8394

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 12, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Troutdale (S.E. 6th Street)
Contract No. 8394
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Porter W. Yett Company has requested a 31-day extension of time on this project due to a power pole conflict. This was a special City Allotment Project and some pertinent dates are:

| | |
|---|---|
| Bids opened | June 24, 1976 |
| Contract sent | July 12, |
| Contract workday count started | July 23, (50 calendar workdays allowed) |
| Contractor advised to proceed without adjustment of power poles | August 23, (31 days elapsed) |
| Contractor started work | September 21, |
| Project completed | October 16, (36 days liquidated damages accrued at $30 per day) |

The plans indicate two poles located quite close to the future curb radiuses at two locations. The special provisions make no mention of adjustment of poles. The only utility they mention is Northwest Natural Gas. The Resident Engineer explains that the relocation of the poles was intended by the City and was discussed at the preconstruction conference. It was agreed there that the contractor would start work when he was notified that the poles were moved. Subsequent negotiations between the City and the Utility led to a decision that the poles would not be moved and the contractor was so advised August 23, after 31 days contract time had been counted, and this is only the time which the contractor has requested.

I note that the request is dated September 9 before work was even started on the project, but in view of the fact almost a month elapsed before work was started, even after the pole decision was known, and the further fact that there are no change orders under the contract, it seems appropriate that the contractor be assessed some liquidated damages. We therefore concur in the field recommendations for 31-day extension because of the utility delay, which leaves 5 days liquidated damages remaining.

This was a State project. Rough draft letter to the contractor on the above basis is attached.

JAB:fr
Att.
cc: Robert Church

12 '76
REFER TO
FOR
D.R.

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8394 Contractor Porter W. Yett Co.

Highway City Street

Section Troutdale (S.E. 6th St.)

Kind of Work Grade & Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 31-day time extension of contract time due to utility delay, which leaves 5 days liquidated damages remaining.

Recommended for Approval:

Marion Craft for Division Engineer

for Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No. 8394

Project designation State
State-Federal

Date awarded July 2, 1976

Day Count ~~Work~~ started July 23, 1976

Per cent completed 100% 11/2/76
Date

No. of Workdays Allowed 50 CWD

No. of Workdays Used 86 CWD

No. of Added Workdays Requested 31

SP*8206-734

E-320 (Rev.)—5M—9-64

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon 97310**

Date September 9th, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 81 days, within which to complete our Contract No. 8394, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Utility service poles in the work area were not relocated so that work could proceed. See attached letter.

Respectfully submitted,

Porber W. Yett Company
Contractor

By Steven P. Yott
Steven P. Yett, Vice-President

---

**CONSENT OF SURETY**

Date September 13, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ted R. Lundberg
Attorney-in-fact Ted R. Lundberg

(SEAL)

NO LONGER REQUIRED
Resident Agent

Phone 282-3251

PORTER W. YETT, JR.

**PORTER W. YETT COMPANY**

*Contractors*

6500 N.E. AINSWORTH ST.

PORTLAND, OREGON 97218

August 31st, 1976

Oregon State Highway Dept.
201 Dora Street
Troutdale, Oregon 97060

Attn: Mr. Roy W. Pyle
Resident Engineer

Gentlemen:

As you know there are utility poles in the work area of the project known as "S. E. 6th St. Troutdale, Oregon, Contract Number 8394". The disposition of these poles have been in question until recently and this has been the cause for the delay of beginning of this project.

Since the disposition of these poles were beyond our control we request that the State of Oregon grant a time extension of thirty - one (31) days on this project. This being the time from July 23rd, 1976 which was the start of our workday count, to August 23rd, 1976 which was the day that we were informed of the final decision on the utility poles.

Very truly yours,

Porter W. Yett Company

Steven P. Yett

Steven P. Yett,
Vice President

SPY/hjs

CERTIFIED MAIL

[illegible] 15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Troutdale (S.E. 6th St.) | | WEEK ENDING: November 13, 1976 |
| | | SECTION PREFIX: 326-1706 |
| | HIGHWAY: City Street | COUNTY: Multnomah |
| NAME OF JOB: Troutdale (S.E. 6th St.) | KIND OF WORK: Grade and Pave. | |
| CONTRACTOR: Porter W. Yett | CONTRACT NUMBER: 8394 | FEDERAL AID PROJECT NUMBER: State |
| DATE OF CONTRACT: July 2, 1976 | DATE WORK STARTED: September 21, 1976 | ESTIMATED COMPLETION DATE: October 16, 1976 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 50 | CALENDAR DAYS USED 86 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 172 |
| PROJECT AUTHORIZATION: $ 23,420.63 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| EXCLUSIVE OF ENGINEERING. $ 21,375.16 | ENGINEERING AUTHORIZATION $ 2,045.47 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 19,289.45 | ENGINEERING COST TO DATE $ 3,174.41 | DATE PROJECT WAS COMPLETED: October 16, 1976 |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 10 % | PERCENT OF AUTHORIZATION 155 % | |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.09 | 0.09 | | | 0.09 |
| MILES PARTIALLY COMPLETED | 0.09 | 0.09 | | | 0.09 |
| MILES COMPLETED | 0.09 | 0.09 | | | 0.09 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 100 % | 2070 Sq. Yds. | | | 2010 Sq. Yds. |
| TOTAL QUANTITIES CORRECTED TO DATE | 100 | 2099 | | | 2079 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 100 | 2099 | | | 2079 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Fair | 0) ~~1~~ | | |
| MONDAY | Fair | 0 ~~1~~ | | |
| TUESDAY | Fair | 0 ~~1~~ | | |
| WEDNESDAY | Fair | 0 ~~1~~ | | |
| THURSDAY | Fair | 0 ~~1~~ | | |
| FRIDAY | Fair | 0 ~~1~~ | | |
| SATURDAY | | 0 | | |

K

Krasey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
NOV 15 1976
CONSTRUCTION
SECTION

Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | No activity. |
| TUESDAY | No activity. |
| WEDNESDAY | No activity. |
| THURSDAY | No activity. |
| FRIDAY | No activity. |
| SATURDAY | |

## REMARKS

Final inspection was made on Monday, November 8th. Present were Marion Craft, Region Construction Engineer and Roy W. Pyle, Resident Engineer.

SIGNED Roy Pyle LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Troutdale

NARRATIVE REPORT
November 3, 1976

### TROUTDALE (S.E. 6th St.)

City Street
Contract No. 8394

This was a special city allotment fund project by the State.

The project was awarded July 2, 1976, work was started by the contractor on September 21 and completed October 16.

The street was graded for a 36 foot curbed section, with base and pavement only 28 feet wide. The additional base, pavement, curbs and walks to be constructed in the future by the City. This type of section results in a 10' earth shoulder on either side which is subject to erosion and drainage is inhibited in the earth ditches from ruts left by vehicles pulling off into the mud.

The City Public works Director was consulted during the location survey and all construction details worked out with him, however after the Contract was awarded the Director resigned. This caused considerable confusion and a months delay in the job getting started as the new City personnel apparently had no knowledge of the project or the utility conflicts and slope easements that were to be resolved by the City.

REFERRED TO
Beard
Reed
Cole
Sample
✓ Eriksen
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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Scott
Copy Swenson
Savage
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RECEIVED
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ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
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Return To
Bring Up
Other

## STATEMENT OF OVERRUNS AND UNDERRUNS

TROUTDALE (S.E. 6th St.)
City Street
Contract No. 8394

| ITEM | ORIGINAL AMOUNT | SEMI-FINAL EST. | PERCENT + OR - |
|---|---|---|---|
| Contract Bid Items | 20,454.70 | 20,369.45 | -0.4% |
| Adjustments:<br>Liquidated Damages | | -1,000.00 | +100.0% |
| Contingencies | 920.46 | 0.00 | -100.0% |
| Engineering | 2,045.47 | 3,096.63 | +51.4% |
| Total Contract Costs | 23,420.63 | 22,386.08 | -4.4% |

OVERRUNS AND UNDERRUNS
Contract No. 8394

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | PERCENT + OR - |
|---|---|---|---|---|---|
| 1 | Removal of Structures and Obstructions | Lump Sum | 100% | 100% | - |
| 2 | General Excavation | Lump Sum | 100% | 100% | - |
| 3 | Trench Excavation | Cu. Yds. | 174 | 120.98 | -30.5% |
| | Cross pipes on 6th St. were installed with minimum cover to avoid conflict with water and gas lines. | | | | |
| 4 | Aggregate Base 7 inches Thick | Sq. Yds. | 2070 | 2099.1 | +1.4% |
| | Slight variation due to drive way and road approach lengths. | | | | |
| 5 | CL B or C Asph Conc 3-inches Thick | Sq. Yds, | 2010 | 2079.3 | +3.4% |
| | See Item No. 4 | | | | |
| 6 | 12-inch Culvert Pipe | Lin. Ft. | 92 | 94 | +2.2% |
| | Culvert in drive way lengthened 2' to provide better approach radii. | | | | |
| 7 | 12-inch Sewer Pipe | Lin. Ft. | 138 | 152 | +10.1% |
| | Inlet at N.W. Quad. Dora St. moved to different location. Required additional Sewer pipe. | | | | |
| 8 | Concrete Inlets Type G-1 | Only | 3 | 3 | - |
| 9 | 6-inch Drain Pipe | Lin. Ft. | 84 | 84 | - |
| 10 | Adjusting Manholes | Only | 2 | 0 | -100% |
| | Unnecessary to adjust manholes. | | | | |

Yellow
Troutdale

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 11, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Troutdale (SE 6th St.) Section
City Street
Multnomah County

TO: Roy Pyle
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

| | | | |
|---|---|---|---|
| 9073 | 00 | Mainline, Centerline | Profile Grade |
| | 01 | Mainline, Centerline | Subgrade |

Attachment

8344

13

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 11, 1976

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 24 Bid Letting

TO: FILE

Bids will be opened June 24 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Evergreen Creek Bridge Section
   FAP RS-477(4) (2 mi. S. of Philomath)
   Benton County

   Grading, paving and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. SE King Rd-SE Harmony Rd Section
   FAU 0495 (Linwood Ave, Milwaukie)
   Clackamas County

   Grading and paving

   Class III bikeway to be provided.

3. Stump removal project, various county roads
   FAP SRS-000S (43)
   Clackamas County

   Clearing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

4. Cape Arago Hwy-Central Ave Section
Empire-Coos Bay Highway, FAP HHS-2680(1)
Coos County

Illumination

Same as No. 3.

5. Powers (Fir St) Section
Coos County

Paving

City requests that footpaths and bicycle trails not be established under this project as per ORS 366.514, subsection 2(c) which states that "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths or trails."

6. Rock Cr-Steamboat Section
Umpqua Hwy, FAP RS-14(13)
Douglas County

Grade, pave, guardrail

Same as No. 1

7. Forest Boundary-Little Beach Cr Section
Pendleton-John Day Hwy, FAP RF-182(8)
Grant County

Paving

Same as No. 1

8. Reuben Cr-Rock Cr Section
Lower Graves Cr Rd, FAS 17-100
Josephine County

Grade & base

Same as No. 1

9. Carol Ave-Maxwell Rd. Section
Prairie Rd., FAP M-1375(1)
Lane County

Grade, pave, signals

Five-foot footpath will be provided.

10. Woodburn Intchge-Hayesville Intchge Section
Pacific Hwy, FAP I-5-5(65)260
Marion County

Landscaping

Same as No. 3

11. 25th St-SE Lancaster Dr Intchge Section
North Santiam Hwy, Mission St. SE, FAP M-1560 & US265(14)
Marion County

Grade, pave, structure, signing, illumination, signals, landscaping

Bikeways are not provided on this section.Under conditions set forth in Section 2(2)(c) which states, "Where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails.", a bikeway would not be required. A parallel facility exists on State Street. A 5-foot sidewalk will be provided on the north side of Mission Street.

12. Gatch St at E. Lincoln St (Woodburn)
FAU 5281
Marion County

Grade, pave

Five-foot sidewalks will be provided.

13. Hubbard (5th St) Section
City Street
Marion County

Grade, pave

Same as No. 5.

14. Gervais (1st, 2nd, 4th Sts) Section
City Streets
Marion County

Grade, pave

Same as No. 5.

15. Champoeg State Park
Marion County

Building

Same as No. 3.

16. NE Sandy Blvd at NE 181st Ave.
Northeast Portland Hwy, FAP HHS-201(5)
Multnomah County

Traffic signals

Same as No. 3

17. Troutdale (SE 6th St) Section
City Street
Multnomah County

Grade, pave

Same as No. 5. Future curb and sidewalk construction by others.

18. Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy, FAP I-80-N-6(62)228
Umatilla County

Water supply system improvement

Same as No. 3

19. Catherine Creek Bridge Section
FAS 205
Union County

Grade, pave, structure

Same as No. 1.

20. North Plains (Lenox Ave) Section
City Street
Washington County

Grade, pave

Same as No. 5.

21. W Elm Ave-Hermiston City Limits (NW Butter Cr Rd)
FAP SRS-000S(42)
Umatilla County

Grade, pave

Same as No. 1.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

MEMO TO FILES
Wednesday, May 20, 1976

D.N. Harwell

By: D. N. Harwell
County-City Engineer

RE: CITY OF TROUTDALE
Special City Allotment
Parking Hazard, Crown Point Highway
Use for Old Troutdale Railroad Station
Title II, Signing & Pavement Parking
City Parks

SCA

I met with Mr. Bob Jean, City Administrator, and discussed the pending SCA project on SE 6th Street (Buxton to Harlow). During a field trip review of this and other streets it appeared SE 6th is not in as great a need for reconstruction as other streets in the city. However, this project is currently scheduled for the June bid letting, estimated to cost approximately $32,000.

We also discussed another matter of great concern; namely, parking along the Crown Point Highway from the Sandy River Bridge southerly to the south city limits of Troutdale, especially in the vicinity of Tad's Restaurant. This is a real concern to the City in the summer time as it is extremely congested and a very dangerous situation for vehicular travel and vehicles parking around Tad's, as well as those utilizing the river. People parking on the narrow shoulders of the highway halfway into the travel lane creates a very unsafe condition and permits them access across private property to the river. Mr. Jean requests the State install some sign control or allow the City to do this. They would, as a cooperative or offsetting basis, provide labor and/or materials. This should be discussed with Mr. Jean by Region 1 personnel.

The City Council would like either no parking and/or speed control which may remedy a hazardous situation. Presently the speed limit through this area is 35 mph and Mr. Jean requested it be reviewed and possibly reduced to 25 or 30 mph. There is considerable log truck traffic utilizing this route.

Another matter the City would like to discuss with Region 1 personnel is one of the old Troutdale Railroad Station to be relocated near the little city park or railroad yard across the Crown Point Highway from the City Hall. They would use the east end of this building for police facilities and the west end would be used for the Tri-Met bus station. Mr. Jean feels that perhaps a review should be made as to ingress and egress on the highway at this facility with a possible left-turn refuge provided or at least considered to accommodate the large Tri-Met buses operating out of this bus station. This should be reviewed by Region 1.

John Rose of Region 1 should discuss Title II programs; namely, street signing and/or pavement markings, with Mr. Jean. There is a vast need for this as the City is rapidly expanding and the roads have absolutely no marking whatsoever for safety purposes. This appears to be a very worthwhile project.

I also might mention their parks and recreation program is in a growing environment and they would like to have Mr. Curt Baker from the Parks Planning Staff discuss the matter of Bureau of Outdoor Recreation funds or other related funds that may be available to the City for expansion, restoration, or reconstruction of park facilities.

DNH:dp/mm

cc: L. W. Rulien
E. L. Hardt
D. G. Talbot

DEN GIFFORD

Section Troutdale (SE 6th Street)
Programming Estimate $ 32000

Highway City Street
Project Length 0.09 mile

County Multnomah
Completion Time 50 cal. workdays

Kind of Work Grading and Paving

Prefix 326-1463
FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 27,760 -

Anticipated Additional Items:

Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Stage Construction Striping
Temporary Erosion Control
Install Truck Scale Mechanism
Truck Scale House
Install Temporary Traffic Signals
Install Water Meter
Furnish Water
Laboratory Fees
Furnish Mail Box Posts
Pipe Bedding Materials
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
Adjust Utilities

Misc. Permit Fees

$

$ 27,760 -

Contingencies (4-1/2%) 1,249 20

Engineering ( 10 %) 2,776 -

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction 5/24/74 $ 31,785 20

APPROVED
J H [illegible]

NOTED
D. O. Christensen
Est. Approved by [illegible]

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ________

Date ________________

Section Troutdale (SE 6th Street)

County Multnomah

Kind Of Work Grading and Paving

Length 0.09 mile

Name Stein

| No | ITEM | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | prorated | Temp S.H. | $200 | | 5/12/76<br>CEL | |
| | Removal of Structures and Obstructions | | All | All | Lump Sum | 200.00 |
| | General Excavation 915 cy / 719 | Excess | All | All | Lump Sum | 6,000.00<br>~~5500~~ |
| | Trench Excavation | | Cu. Yd. | 174 | 10.00 | 1740.– |
| | Aggregate Base, 7 inches Thick | $15.00 cy | Sq. Yd. | 2070 | 3.–<br>~~2.90~~ | 6210.– |
| | Class "B" or Class "C" Asphalt Concrete, 3 inches Thick | $26.50 | Sq. Yd. | 2010 | 4.80<br>~~4.50~~ | 9648.– |
| | 12 inch Culvert Pipe | | Lin. Ft. | 92 | 8.00 | 736.00 |
| | 12 inch Sewer Pipe | | Lin. Ft. | 138 | 8.50 | 1173.00 |
| | Concrete Inlets, Type G-1 | | Each | 3 | 375.00 | 1125.00 |
| | 6 inch Drain Pipe | | Lin. Ft. | 84 | 4.50 | 378.00 |
| | Adjusting Manholes | | Each | 2 | 175.00 | 350.00 |
| | | | | | | 27,760 |

SCA

May 4, 1976

Mrs. Betty Bergstrom
City Recorder
City of Troutdale
City Hall
Troutdale, OR 97060

Dear Mrs. Bergstrom:

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project on SE Sixth Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 28-foot wide street, as shown on these preliminary plans, is currently estimated to cost $29,500. The State's share would be $25,000.

Recommended changes you suggest should reach this office by May 17, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

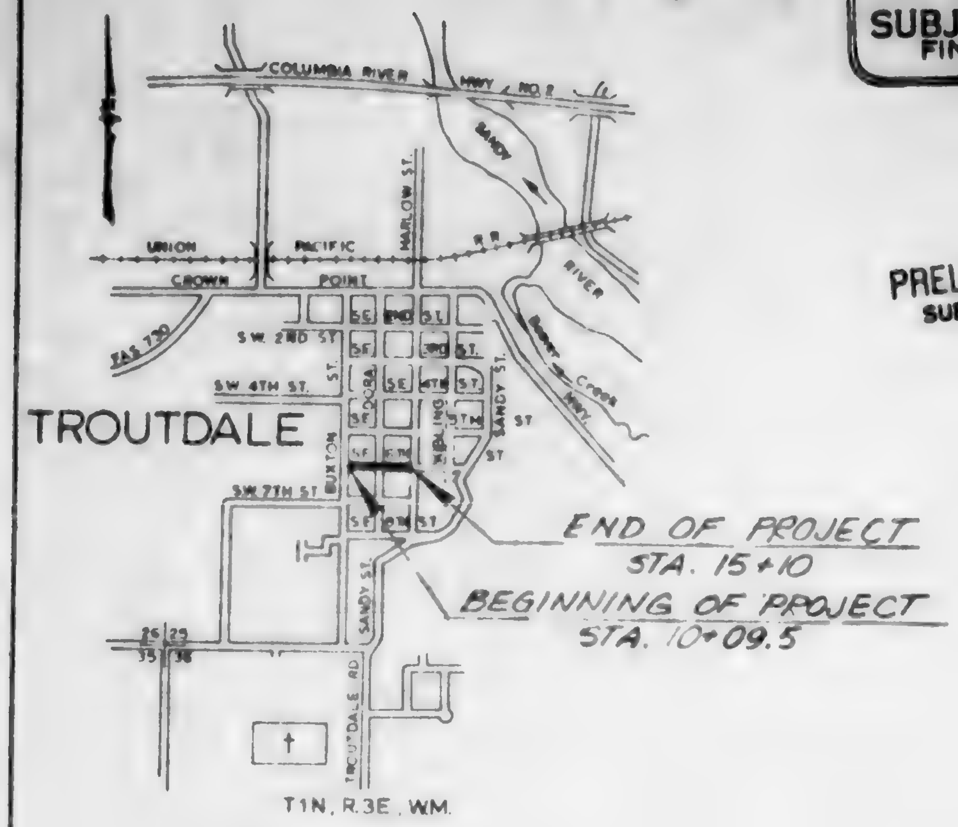
Encl.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PRELIMINARY COPY
MAY 3 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

4-12-76

PRELIMINARY COPY
SUBJECT TO CHANGE

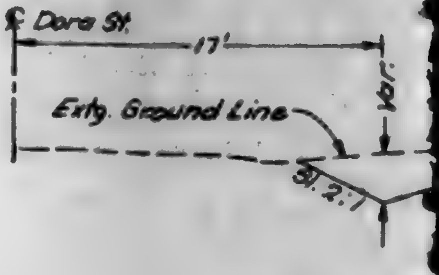

COLUMBIA RIVER HWY NO. 2
SANDY
UNION PACIFIC R.R.
CROWN POINT
MARLOW ST.
RIVER
FAS 730
SE 2ND ST.
SW. 2ND ST.
SE 3RD ST.
SW 4TH ST.
ST.
DORA
SE 4TH ST.
SE 5TH
SANDY ST.
ST
KIBLING
TROUTDALE
BUXTON
SE 6TH
ST
SW 7TH ST
SE 8TH ST
SANDY ST.
Beaver Creek HWY.
TROUTDALE RD.
26 25
35 36
T1N, R.3E., W.M.
END OF PROJECT
STA. 15+10
BEGINNING OF PROJECT
STA. 10+09.5

Sketch Map

Scale 0 400 800 Feet

TYP

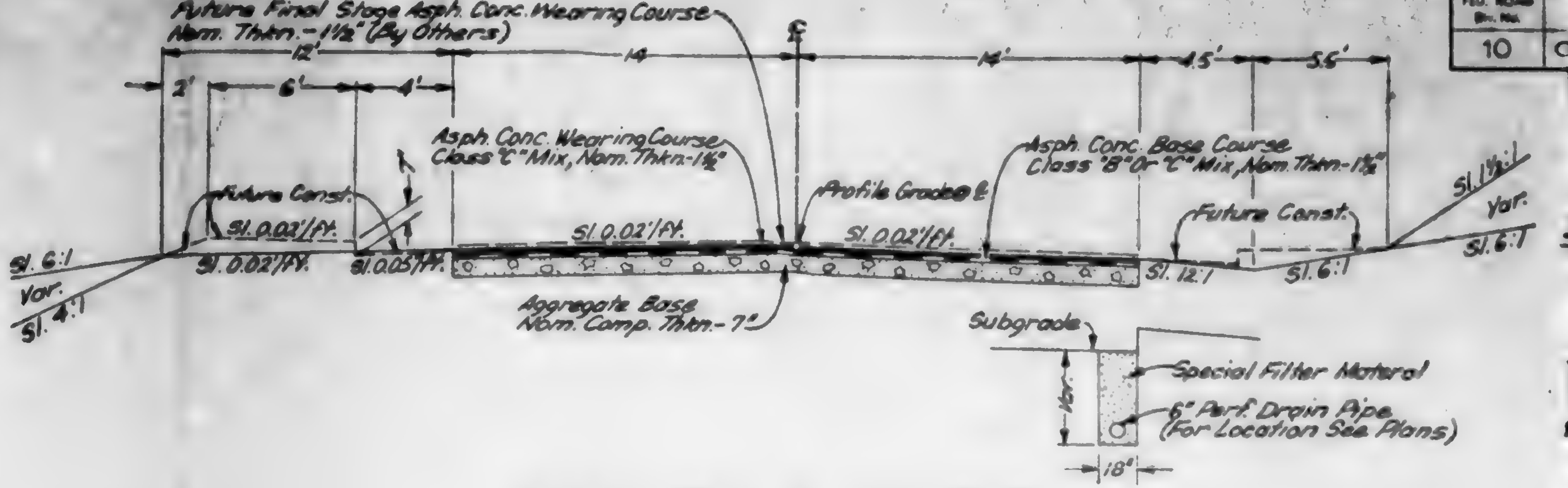
12'
2'
8'
Future Const.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.05'
Sl. 6:1
Var.
Sl. 4:1


℄ Dora St.
17'
Var.
Extg. Ground Line
Sl. 2:1

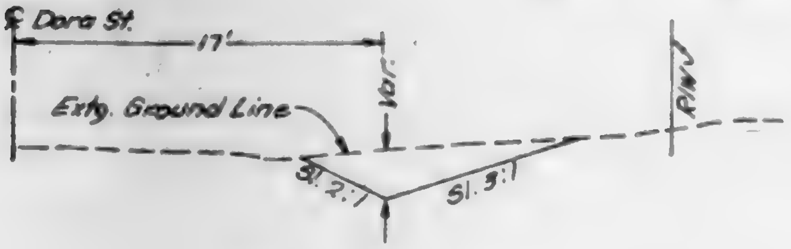
OUTLET D

ARY COPY
3 1976
O CHANGE
IGN UNIT

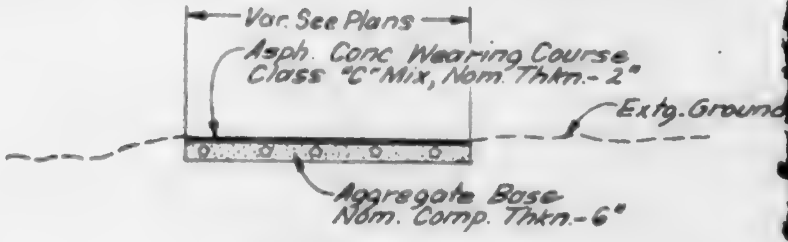
# TYPICAL SECTION


Future Final Stage Asph. Conc. Wearing Course Nom. Thkn.-1½" (By Others)
℄
12'
14
14'
4.5'
5.5'
2'
6'
4'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course Class "B" Or "C" Mix, Nom. Thkn.-1½"
Future Const.
Profile Grade @ ℄
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 6:1
Var.
Sl. 4:1
Future Const.
Sl. 12:1
Sl. 6:1
Sl. 1½:1
Var.
Sl. 6:1
Aggregate Base Nom. Comp. Thkn.-7"
Subgrade
Special Filter Material
6" Perf. Drain Pipe (For Location See Plans)
Var.
18"

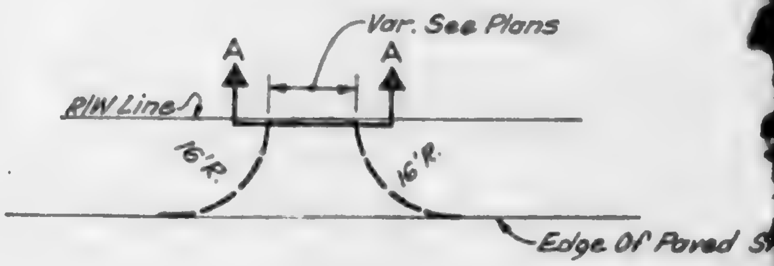
STA. 10+09.5 To STA. 15+10


℄ Dora St.
17'
Var.
Extg. Ground Line
R/W
Sl. 2:1
Sl. 3:1

OUTLET DITCH


Var. See Plans
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.-2"
Extg. Ground
Aggregate Base Nom. Comp. Thkn.-6"

SECTION A-A


Var. See Plans
A
A
R/W Line
16' R.
16' R.
Edge Of Paved St

PLAN

APPROACH

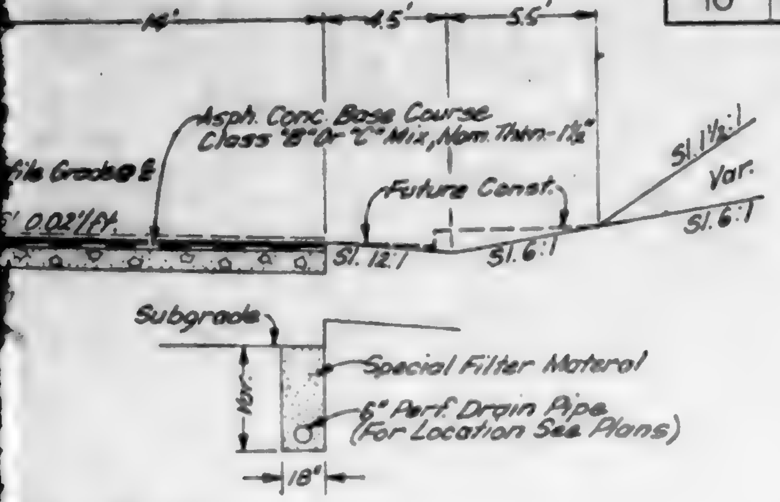
APPROVED
CITY OF CITY O
BY MAYOR
BY RECORDER Be
DATE April 12

RECEIVED
COUNTY & CITY SECTION
MAY 13 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SCH. 76

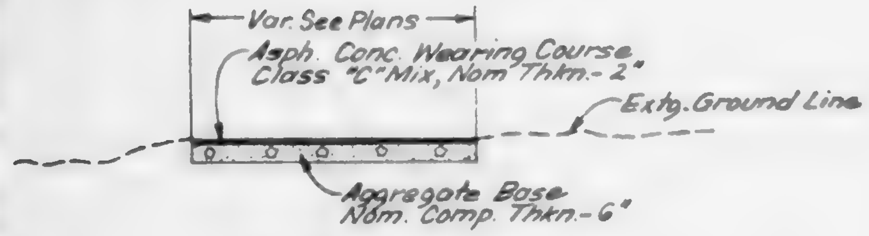
# ECTION

| | | | | |
|---|---|---|---|---|
| OREGON STATE HIGHWAY DIVISION<br>GRADING & PAVING<br>**TROUTDALE (S.E. 6TH STREET) SEC.**<br>CITY STREET<br>MULTNOMAH COUNTY | | | | SHEET No.<br>1 |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | STATE | JUNE 1976 | 2 |



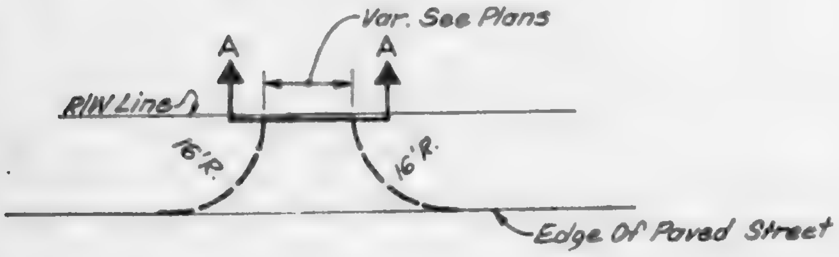
14'
4.5'
5.5'
Asph. Conc. Base Course Class "B" Or "C" Mix, Nom. Thkn.-1½"
file Grade@ ℄
S1. 0.02'/Ft.
Future Const.
Sl. 1½:1
Var.
Sl. 6:1
Sl. 12:1
Sl. 6:1
Subgrade
Special Filter Material
16"
6" Perf. Drain Pipe (For Location See Plans)
18"

STA. 15+10



Var. See Plans
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.- 2"
Extg. Ground Line
Aggregate Base Nom. Comp. Thkn.- 6"

SECTION A-A



Var. See Plans
A
A
R/W Line
16' R.
16' R.
Edge Of Paved Street

PLAN

## APPROACH

**APPROVED**
**CITY OF** CITY OF TROUTDALE
**BY MAYOR** 
**BY RECORDER** Betty J. Bergstrom
**DATE** April 12, 1976

ED
SECTION
☐ AE ■ UE
☐ RPE ☐

839-

1

OREGON STATE HIGHWAY DIVISION
Location Section

Section: S. E. 6th Street

Highway: City of Troutdale

County: Multnomah

Prefix: 326-1463

Res. Engr: R. W. Pyle

Date April 7, 1976

Ten Year Traffic Coefficient 4.7

18 kip s.a. per day 1.2

R value 8

Frost Penetration - - -

CBE Total Requirement 15.5"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Application) | 3.0" |
| 3.0" | A.C. | 6.0" |
| 7.0" | A.B. | 7.0" |
| 11.5" | | 16.0" |

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

XXXXX.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
APR 9 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NARRATIVE REPORT

S.E. 6hy Street, Buxton St.-Harlow St.
Troutdale
Multnomah County

This is a location survey for work consisting of Grading, Paving, Storm Sewers and Outfall. It is proposed to grade a section to provide 24 Ft. of paving, 6 Ft. shoulders and 6 Ft. walks.

The existing 60 Ft. R/W is adeaquate for construction limits except on the south side of the roadway in the area Station 10+28 to 11+28 ± . In this area the excavation will require a minimum five foot extra width for slope construction. The City has agreed to provide for necessary easements.

Construction should be performed in such a manner that residential access and mail delivery not be interrupted.

General excavation will produce approximately 730 C.Y. of excess material. It is suggested that the existing oil surface be included in the waste material. The City has a disposal site on the north side of S.W. 7th St. west of Buxton, approximately 3 blocks from the project.

The City has agreed to do all clearing and grubbing and the removal of structures and obstructions prior to construction. It will also be the City's responsibility to supervise or direct the relocation or removal of any conflicting utilities such as power poles, water lines, gas meters and service lines located within the construction area.

A project base design is not available and the typical section shown on County-City sections data was used for the estimate. Unit prices used are as suggested by the Cost Analysis Section.

7/1/76
Called Larry
He checked
the Base design
H

QUANITY SUMMARY & COST ESTIMATE
S.E. 6th Street, Troutdale
Buxton St.-Harlow St.
City Street
Multnomah County
Prefix: 326-1463 April, 1976

| Item No. | Item | Unit | Net Quanity | Allowance | Total | Unit Cost | Amount |
|---|---|---|---|---|---|---|---|
| 1. | General Excavation | Lump Sum | 853 | 47 | 900 | 6.00 | 5,400.00 |
| 2. | 1"-0 Rock | Sq. Yd. 8" Thick | 1,749 | 36 | 1785 | 2.50 | 4,462.50 |
| 3. | A.C. "B" Mix | Sq. Yd. 8" Thick | 1,663 | 77 | 1740 | 4.50 | 7,830.00 |
| 4. | 12" C.M.P. | Lin. Ft. | 210 | 10 | 220 | 12.00* | 2,640.00 |
| 5. | 6" Perf Drain Pipe | Lin. Ft. | 90 | 10 | 100 | 6.25* | 625.00 |
| 6. | Conc. Inlets | Each | 3 | - | 3 | 450.00 | 1,350.00 |
| 7. | Ditch Excavation | Cu. Yd. | 70 | 10 | 80 | 7.00 | 560.00 |
| | | | | | | | 22,867.50 |
| | | Plus 20% Engineering & Contingencies | | | | | 4,573.50 |
| | | | | | | | 27,441.00 |

* Unit price includes all excavation and special backfill

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

# LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 326-1463 Highway S.E. 6th. Street Section BuxtonSt.-Harlow St.

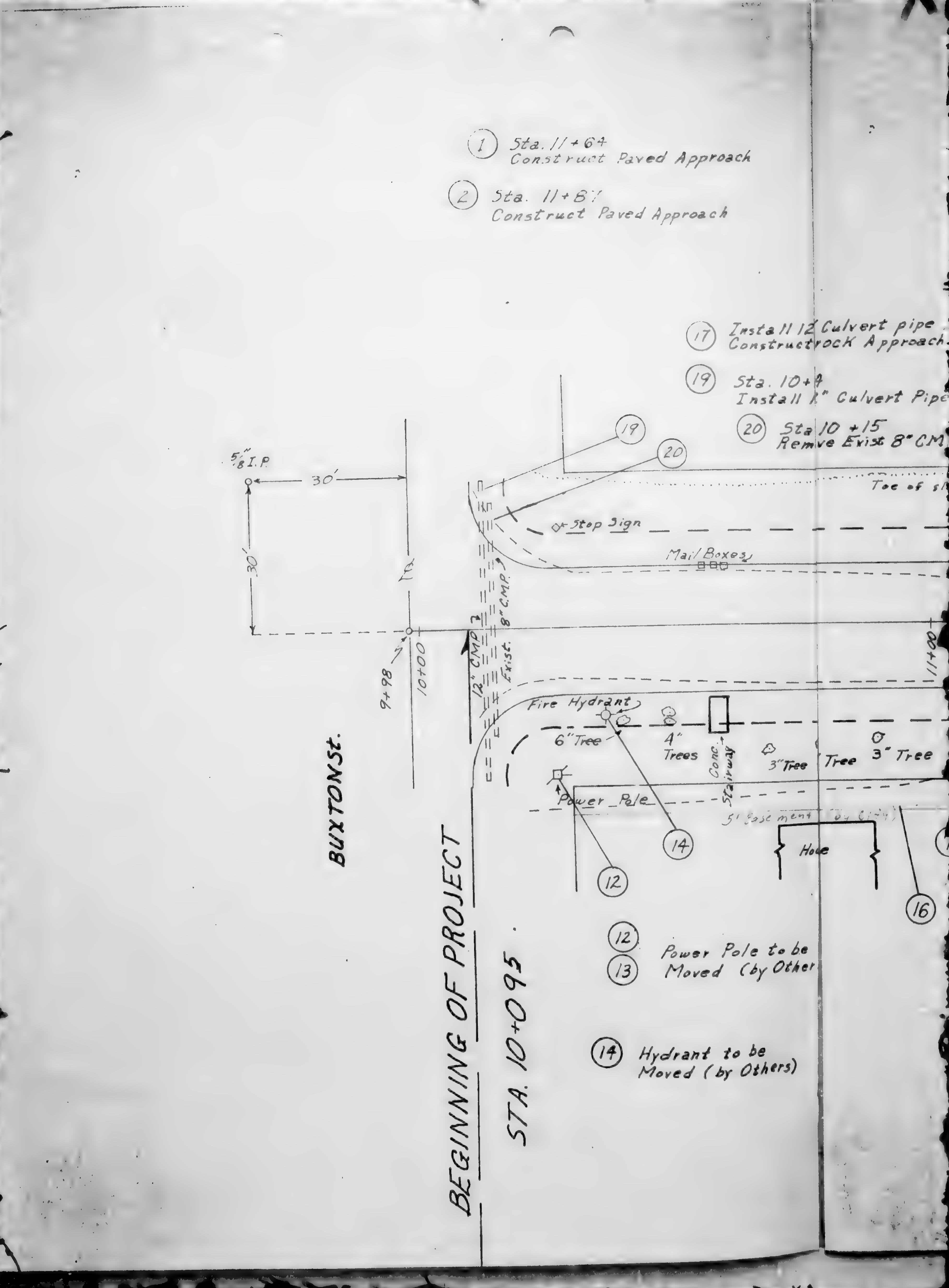
Highway Class Troutdale, (City Street) Date April 10, 1976

| Yes | No | N/A* | |
|---|---|---|---|
| | | | 1. Are the following being submitted? |
| ☒ | ☐ | ☐ | a. Detail Map (Hard Copy). |
| ☐ | ☐ | ☒ | b. Small Scale Ownership Map. |
| ☐ | ☐ | ☒ | c. Abandonment Map. |
| ☐ | ☐ | ☒ | d. Vicinity Maps (PUC and Structures). |
| ☐ | ☐ | ☒ | e. RR Encroachment Maps and Cross Sections. |
| ☐ | ☐ | ☒ | f. Interchange Layout Sheets. |
| ☒ | ☐ | ☐ | g. Location Profile. |
| ☒ | ☐ | ☐ | h. Located Line Cross Sections. |
| ☐ | ☐ | ☒ | i. Mass Diagram. |
| ☒ | ☐ | ☐ | j. Earthwork and Other Calculations to Support Estimate. |
| ☒ | ☐ | ☐ | k. Field Notes. |
| ☐ | ☐ | ☒ | l. Coordinate Sheets. |
| ☐ | ☐ | ☒ | m. Clearing and Grubbing Chart. |
| ☐ | ☐ | ☒ | n. Report on Bench Mark Recoveries (Form E-369) |
| ☐ | ☐ | ☒ | (1) Description of Bench Mark (Form E-185). |
| ☐ | ☐ | ☒ | (2) Report on Condition of Bench Mark (Form E-186). |
| ☐ | ☐ | ☒ | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| ☐ | ☐ | ☒ | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| ☐ | ☐ | ☒ | q. Property Appraisal and justifications for alternate facilities. |
| ☐ | ☒ | ☐ | r. Preliminary Soils and Material Report. |
| ☐ | ☐ | ☒ | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| ☐ | ☐ | ☒ | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| ☐ | ☐ | ☒ | u. Estimate for Movement of Utilities. |
| ☒ | ☐ | ☐ | v. Quantity Summary. |
| ☒ | ☐ | ☐ | w. Cost Estimate. |
| ☒ | ☐ | ☐ | x. Narrative Report of Survey. |
| ☐ | ☐ | ☒ | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| ☐ | ☐ | ☒ | 3. Have all required temporary easements been designated as to area, type and duration? |
| ☐ | ☒ | ☐ | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| ☐ | ☒ | ☐ | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| ☐ | ☐ | ☒ | 6. Have you investigated drift conditions (snow and sand)? |
| ☐ | ☒ | ☐ | 7. Are there slide conditions apparent? |
| ☐ | ☒ | ☐ | 8. Have you been over this project with a Soils representative? |
| ☐ | ☒ | ☐ | 9. Have you been over this project with a R/W representative? |
| | | | 10. Has a typical section of the following been platted on the location profile? |
| ☒ | ☐ | ☐ | a. Roadbed Grading, with Surfacing. |
| ☐ | ☐ | ☒ | b. Retaining Walls. |
| ☐ | ☐ | ☒ | c. Slope Benching. |
| ☐ | ☐ | ☒ | d. Hand Placed Slopes. |
| ☐ | ☐ | ☒ | e. Rip Rap Work. |
| ☐ | ☐ | ☒ | f. Irrigation Ditches. |
| ☐ | ☐ | ☒ | g. Special Drainage Ditches. |
| ☐ | ☐ | ☒ | h. Channel Changes. |
| ☐ | ☐ | ☒ | i. Flumes. |
| ☒ | ☐ | ☐ | j. Sidewalks, Curbs and Gutters. |
| ☐ | ☐ | ☒ | k. Tunnel (Drainage). |
| ☐ | ☒ | ☐ | 11. Is relocation of a scale site necessary? |
| ☐ | ☒ | ☐ | 12. Does this project involve construction of a frontage road? |
| ☐ | ☒ | ☐ | 13. Will there be unusual difficulty in handling traffic during construction? |
| ☒ | ☐ | ☐ | 14. Have all important alignment points been referenced? |
| ☒ | ☐ | ☐ | 15. Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature ..................................
Locating Engineer

Address P.O. Box 168 Troutdale, Oregon 97060



5/8" I.P.
30'
30'
10
9+98
10+00
12" CMP
Exist. 8" C.M.P.
11+00
19
20
Stop Sign
Mail Boxes
Toe of sl
Fire Hydrant
6" Tree
4" Trees
Conc. Stairway
3" Tree
Tree
3" Tree
Power Pole
5' Easement (by City)
Hoe
14
12
16
BUXTON St.
BEGINNING OF PROJECT
STA. 10+09.5

① Sta. 11+64
Construct Paved Approach

② Sta. 11+87
Construct Paved Approach

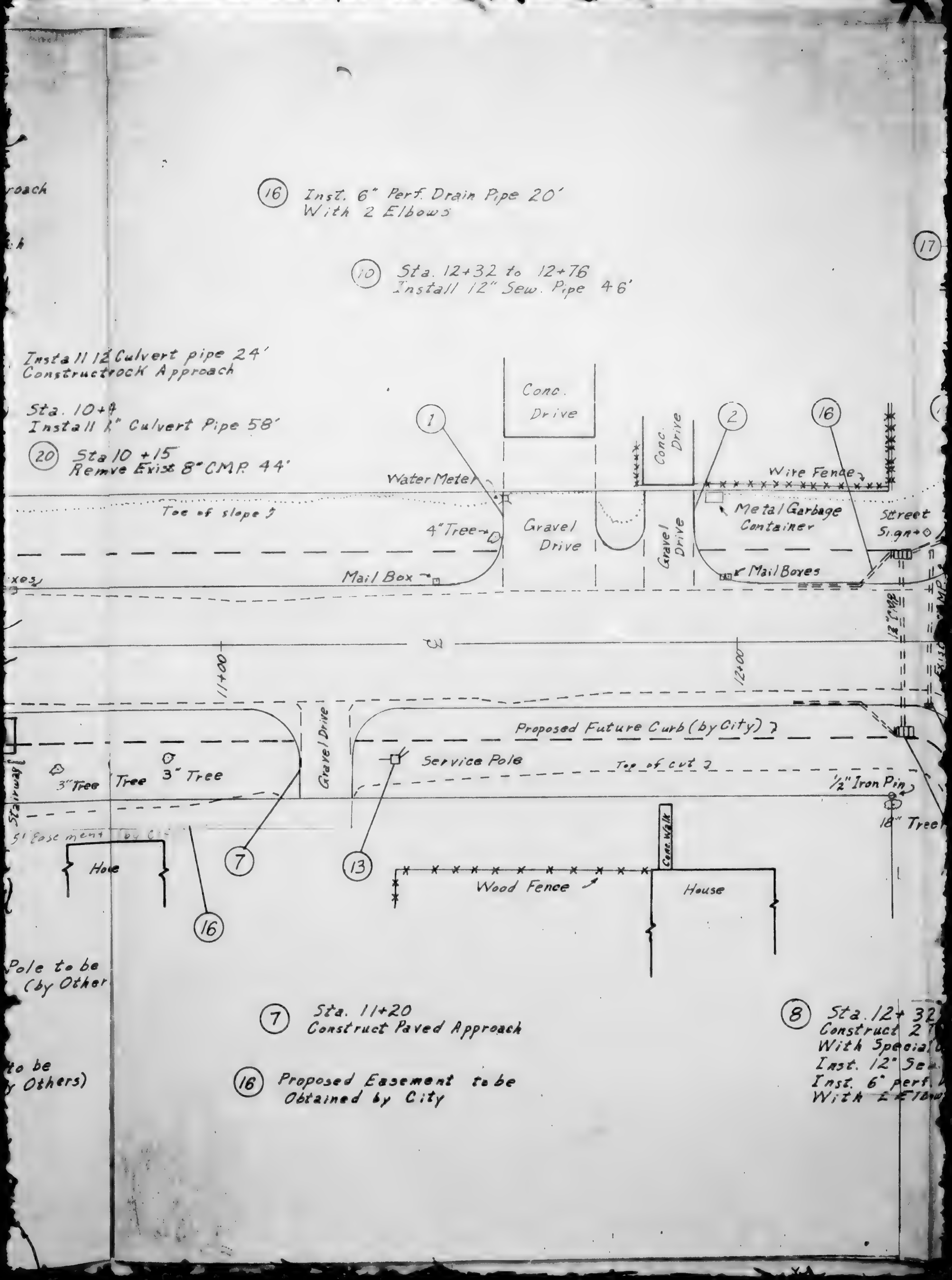
⑰ Install 12 Culvert pipe
Construct rock Approach

⑲ Sta. 10+4
Install 12" Culvert Pipe

⑳ Sta 10+15
Remove Exist 8" CM

⑫ ⑬ Power Pole to be
Moved (by Other

⑭ Hydrant to be
Moved (by Others)


roach
Conc. Drive
Conc. Drive
Water Meter
Toe of slope
4" Tree
Gravel Drive
Gravel Drive
Mail Box
xes
Metal Garbage Container
Wire Fence
Street Sign
Mail Boxes
12" CMP
11+00
12+00
Gravel Drive
Proposed Future Curb (by City)
Service Pole
Top of cut
1/2" Iron Pin
18" Tree
3" Tree
Tree
3" Tree
Stairway
5' Easement by Ci
House
Wood Fence
Conc. Walk
House
(1)
(2)
(16)
(17)
(7)
(13)
(16)

(16) Inst. 6" Perf. Drain Pipe 20'
With 2 Elbows

(10) Sta. 12+32 to 12+76
Install 12" Sew. Pipe 46'

Install 12 Culvert pipe 24'
Constructrock Approach

Sta. 10+4
Install 1" Culvert Pipe 58'

(20) Sta 10 +15
Remve Exist 8" CMP 44'

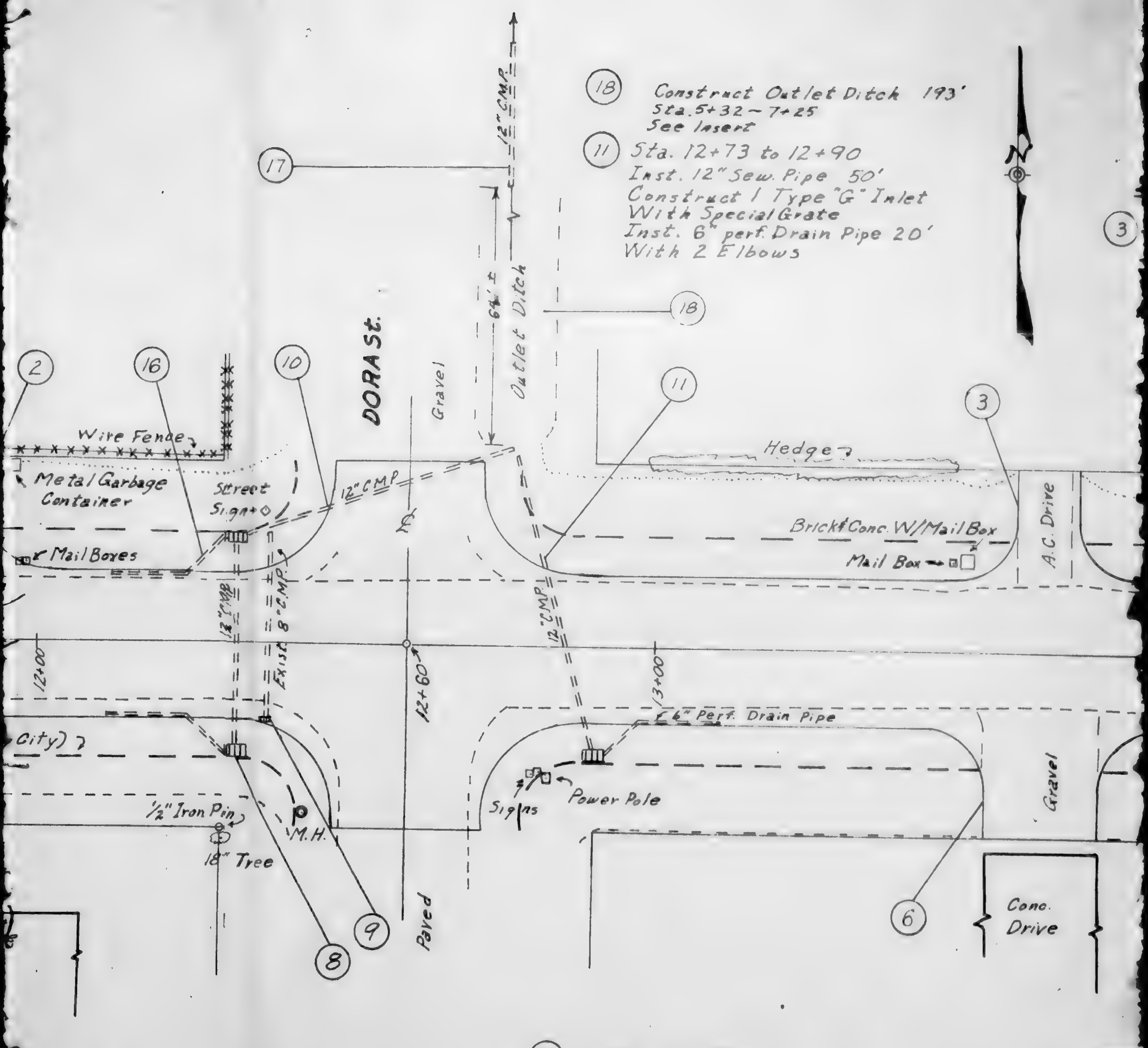
Pole to be
(by Other

to be
Others)

(7) Sta. 11+20
Construct Paved Approach

(16) Proposed Easement to be
Obtained by City

(8) Sta. 12+ 32
Construct 2
With Special
Inst. 12" Se
Inst. 6" perf.
With 2 Elbow


⑰
12" CMP
64'±
Outlet Ditch
⑱
DORA St.
Gravel
②
⑯
⑩
⑪
③
③
Wire Fence
Metal Garbage Container
Street Sign
Mail Boxes
12" CMP
Hedge
Brick & Conc. W/Mail Box
Mail Box
A.C. Drive
12+00
12" CMP
Exist. 8" C.M.P.
12+60
12" CMP
13+00
6" Perf. Drain Pipe
City)
1/2" Iron Pin
18" Tree
M.H.
Signs
Power Pole
Gravel
Paved
Conc. Drive
⑨
⑧
⑥

⑱ Construct Outlet Ditch 193'
Sta. 5+32 ~ 7+25
See Insert

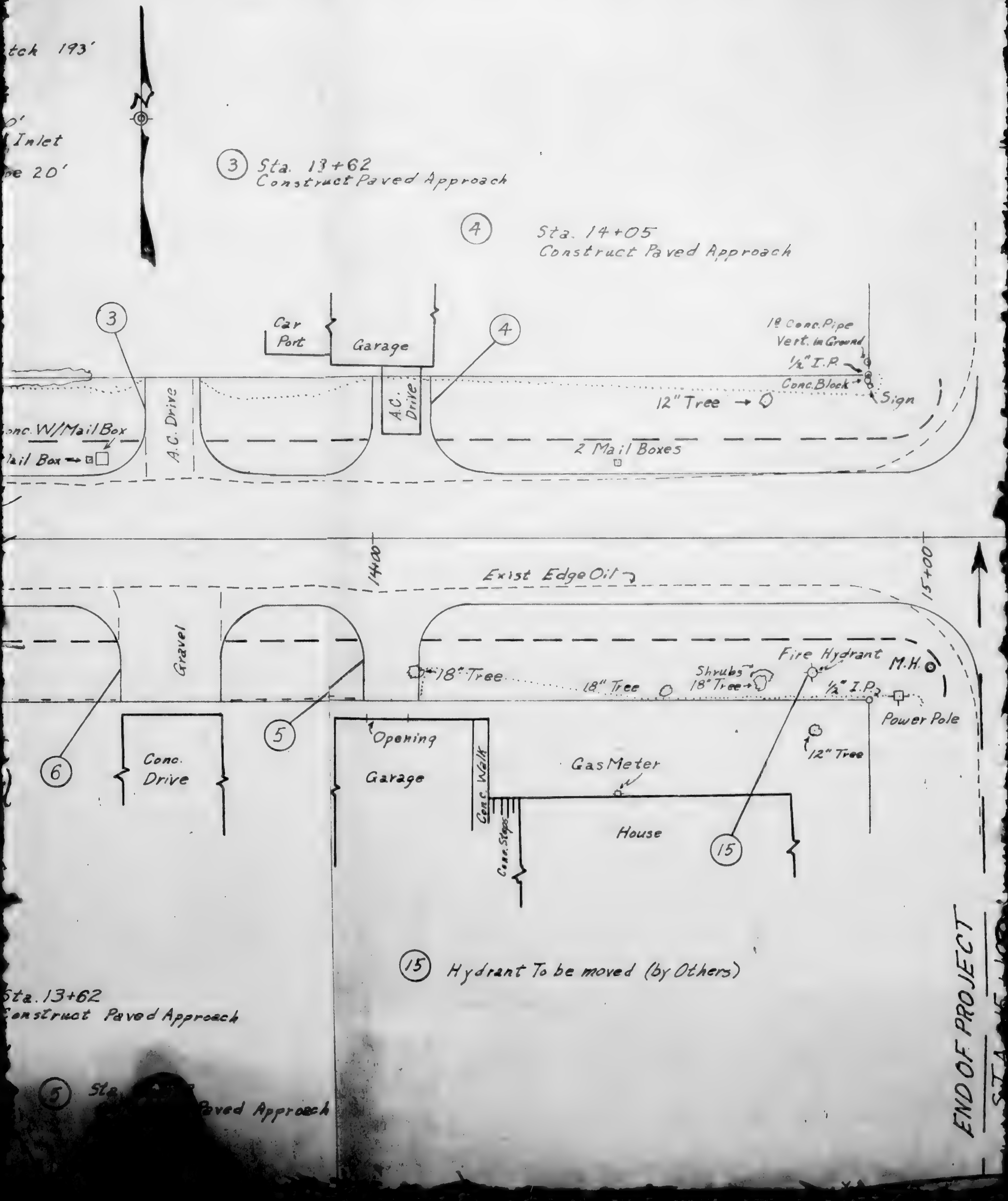
⑪ Sta. 12+73 to 12+90
Inst. 12" Sew. Pipe 50'
Construct 1 Type "G" Inlet
With Special Grate
Inst. 6" perf. Drain Pipe 20'
With 2 Elbows

⑨ Sta. 12+38
Remove Exist. 8" CMP
Remove Exist. Inlet

⑧ Sta. 12+32
Construct 2 Type "G" Inlets
With Special Grates
Inst. 12" Sew. Pipe 32'
Inst. 6" perf. Drain Pipe 20'
With 2 Elbows

⑥ Sta. 13+62
Construct Paved Approach

⑤ Sta. 14+03
Construct Paved A



tch 193'
0'
Inlet
e 20'
N
3
Car Port
Garage
4
A.C. Drive
A.C. Drive
1Ø Conc. Pipe Vert. in Ground
½" I.P.
Conc. Block
Sign
12" Tree
onc. W/Mail Box
ail Box
2 Mail Boxes
14+00
15+00
Exist Edge Oil
Gravel
18" Tree
18" Tree
Shrubs
18" Tree
Fire Hydrant
M.H.
½" I.P.
Power Pole
12" Tree
6
5
Conc. Drive
Opening
Garage
Conc. Walk
Gas Meter
Conc. Steps
Conc. Steps
House
15
END OF PROJECT
STA 15+

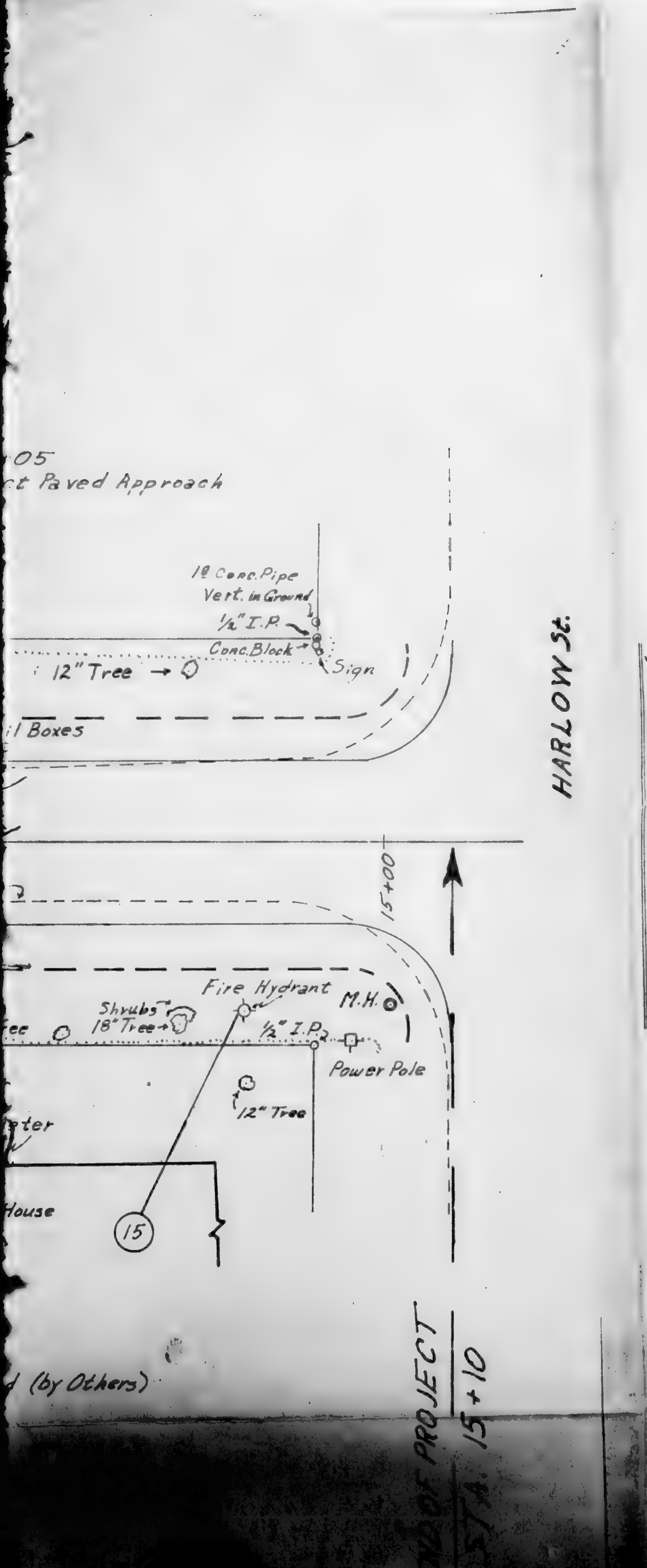
(3) Sta. 13+62
Construct Paved Approach

(4) Sta. 14+05
Construct Paved Approach

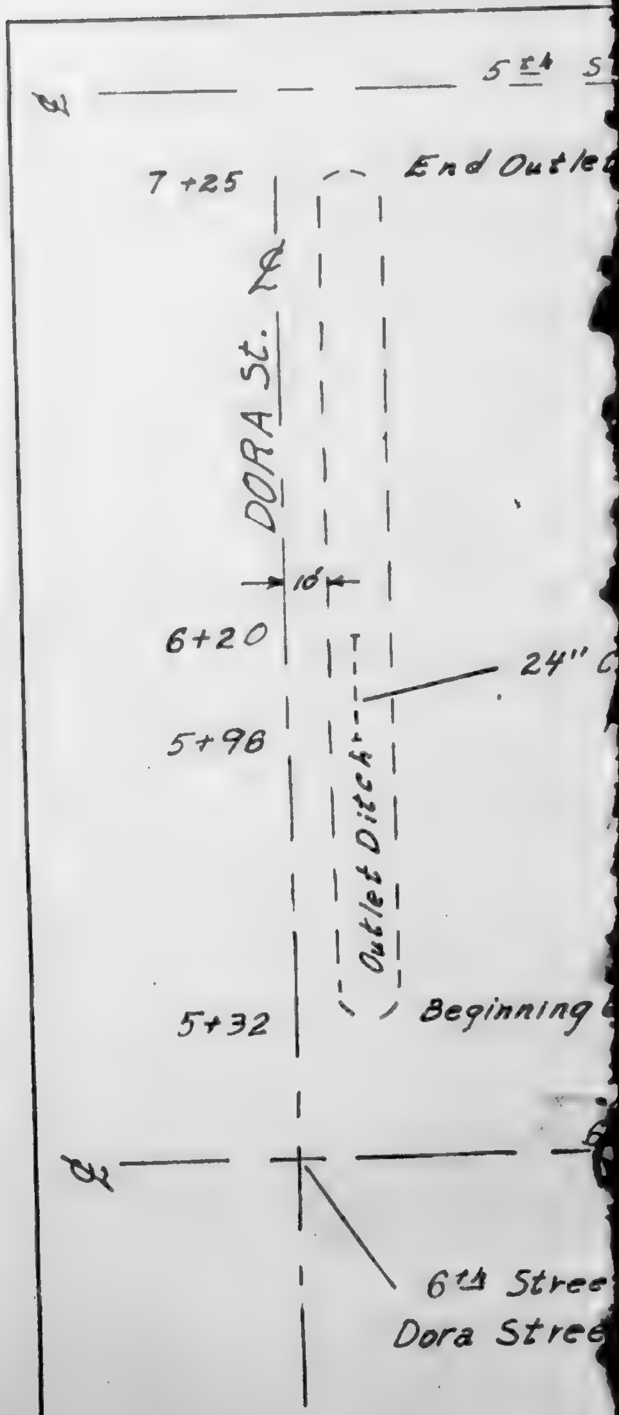
(15) Hydrant To be moved (by Others)

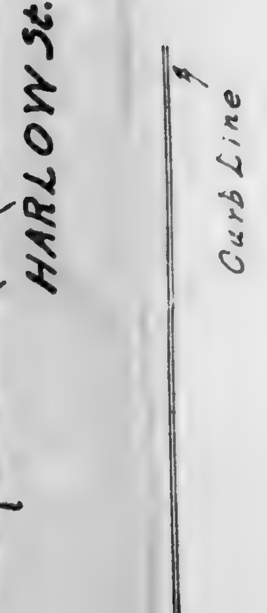
Sta. 13+62
Construct Paved Approach

(5) Sta. [illegible]
[illegible] Paved Approach

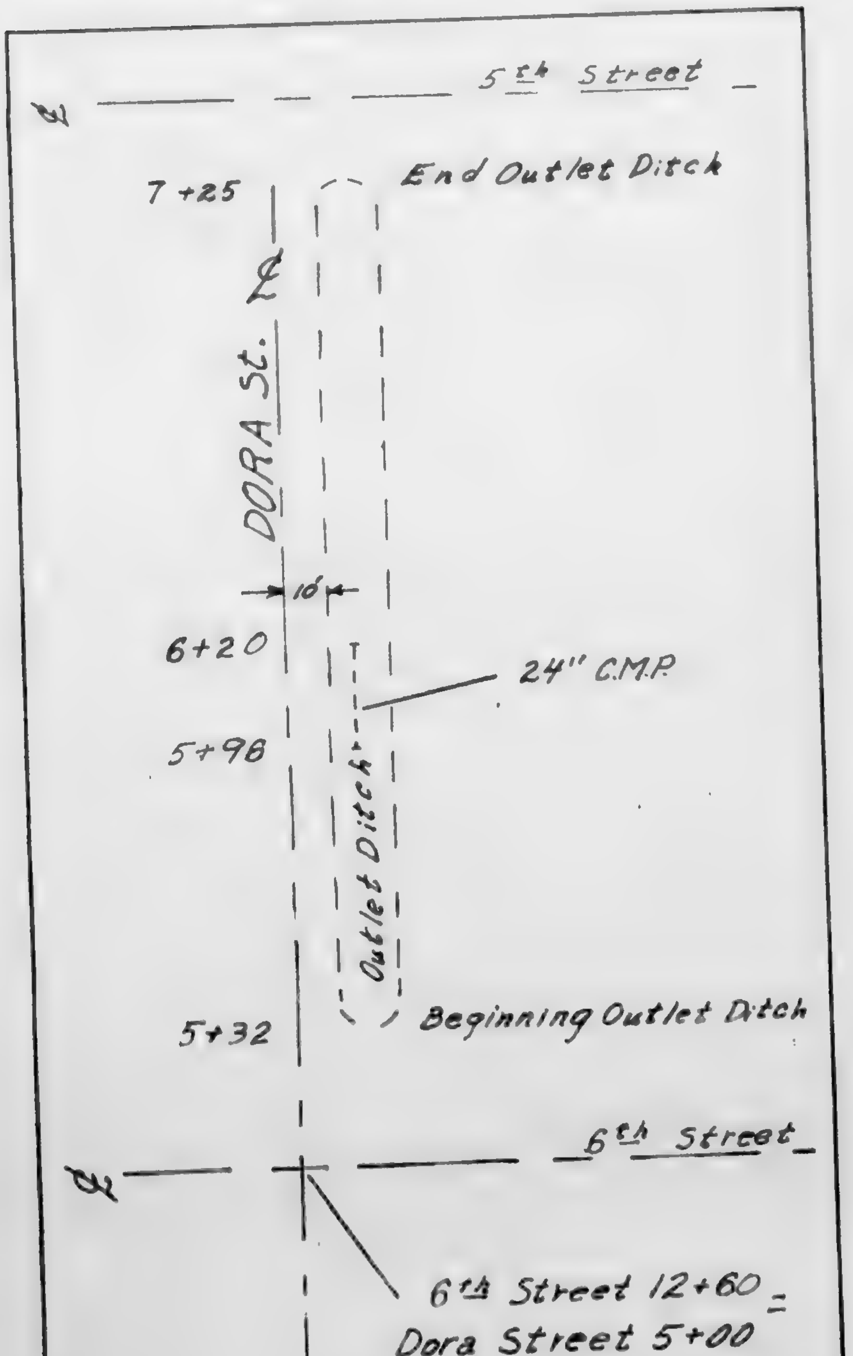

05
t Paved Approach
1º Conc.Pipe
Vert. in Ground
½" I.P.
Conc.Block
Sign
12" Tree
l Boxes
HARLOW St.
Curb Line
15+00
Fire Hydrant
Shrubs
18" Tree
M.H.
½" I.P.
Power Pole
12" Tree
ter
House
15
END OF PROJECT
STA. 15+10
d (by Others)

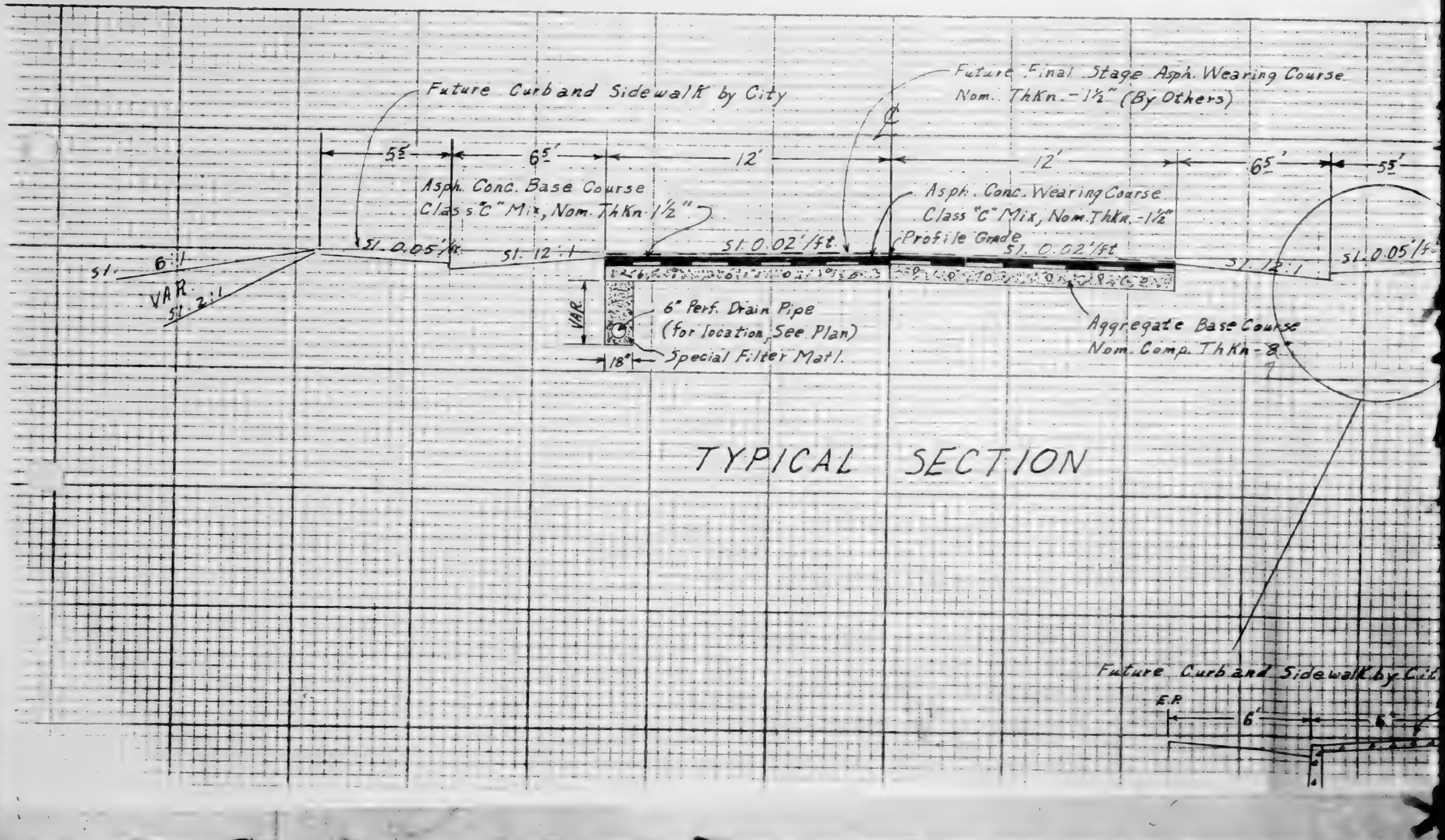
Outlet Ditch Detail
Dora Street 5+32–7
1" = 50'


℄
5th S
7+25
End Outle
DORA St. ℄
16
6+20
24" C
5+98
Outlet Ditch
5+32
Beginning
℄
6th Stree
Dora Stree


HARLOW St.
Curb Line

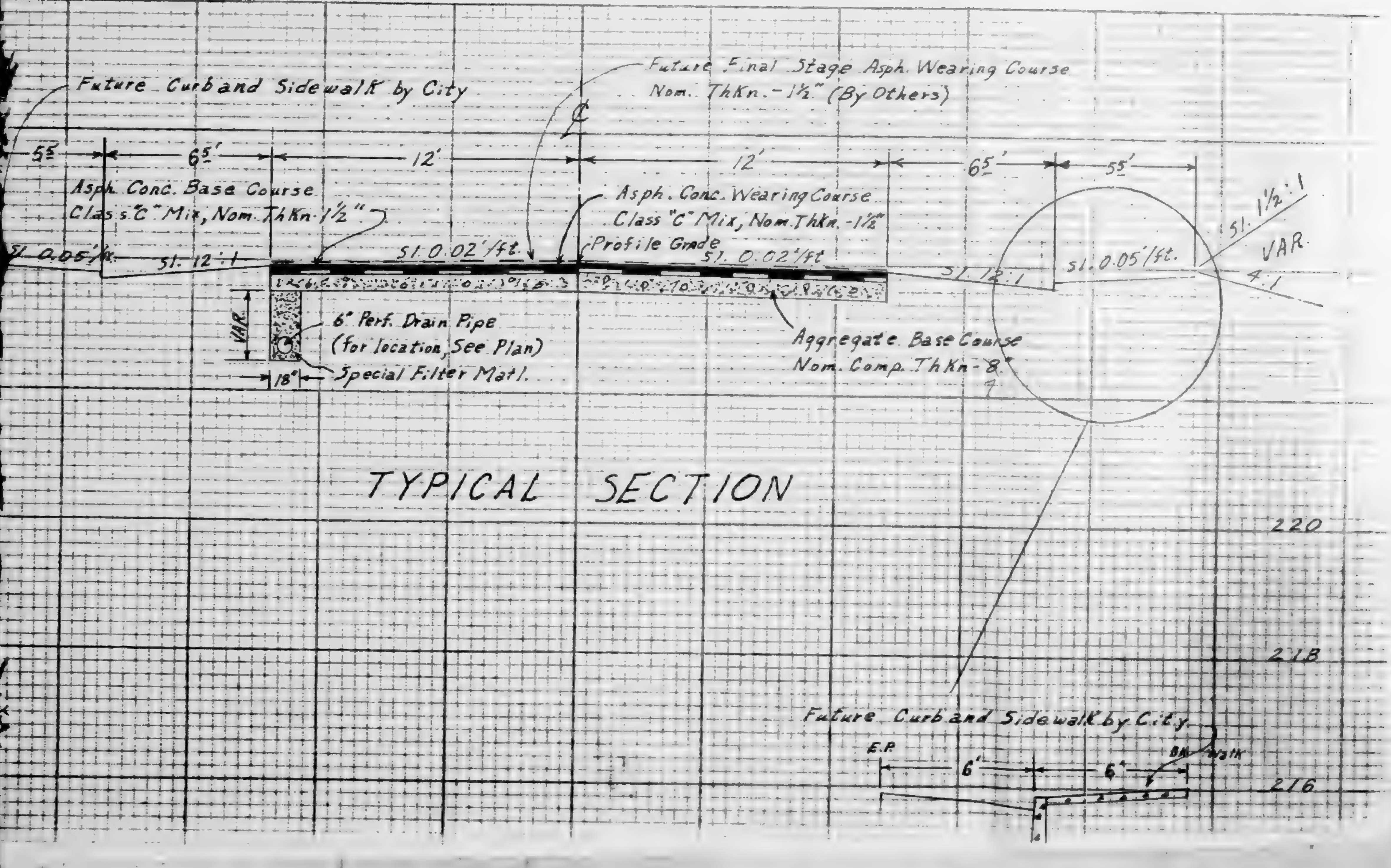
## Outlet Ditch Detail
Dora Street 5+32 – 7+25
1" = 50'


℄
5th Street
7+25
End Outlet Ditch
DORA St. ℄
10'
6+20
24" C.M.P.
5+98
Outlet Ditch
5+32
Beginning Outlet Ditch
℄
6th Street
6th Street 12+60 =
Dora Street 5+00



TYPICAL SECTION

Future Curb and Sidewalk by City
Future Final Stage Asph. Wearing Course Nom. ThKn.-1½" (By Others)
℄
5⁵'
6⁵'
12'
12'
6⁵'
5⁵'
Asph. Conc. Base Course Class "C" Mix, Nom. ThKn. 1½"
Asph. Conc. Wearing Course Class "C" Mix, Nom. ThKn.-1½"
Profile Grade
Sl. 6:1
VAR.
Sl. 2:1
Sl. 0.05'/ft.
Sl. 12:1
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 12:1
Sl. 0.05'/ft
VAR.
6" Perf. Drain Pipe (for location, See Plan)
Special Filter Matl.
18"
Aggregate Base Course Nom. Comp. ThKn-8"
Future Curb and Sidewalk by Cit
E.P.
6'
6'


Future Curb and Sidewalk by City
Future Final Stage Asph. Wearing Course
Nom. ThKn. - 1½" (By Others)
℄
5.5'
6.5'
12'
12'
6.5'
5.5'
Asph. Conc. Base Course
Class "C" Mix, Nom. ThKn. 1½"
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. - 1½"
Profile Grade
Sl. 0.05'/ft.
Sl. 12:1
Sl. 0.02'/ft.
Sl. 0.02'/ft
Sl. 12:1
Sl. 0.05'/ft.
Sl. 1½:1
VAR
4:1
VAR.
6" Perf. Drain Pipe
(for location, See Plan)
18"
Special Filter Matl.
Aggregate Base Course
Nom. Comp. ThKn - 8"
7
220
218
216
Future Curb and Sidewalk by City
E.P.
6'
6'
BK walk

TYPICAL SECTION

SCA
Troutdale

Form E-39

REGON STATE HIGHWAY DEPARTMEN

# AUTHORITY FOR SURVEY

Section Troutdale (S.E. 6th Ave.)

Date January 14, 1976

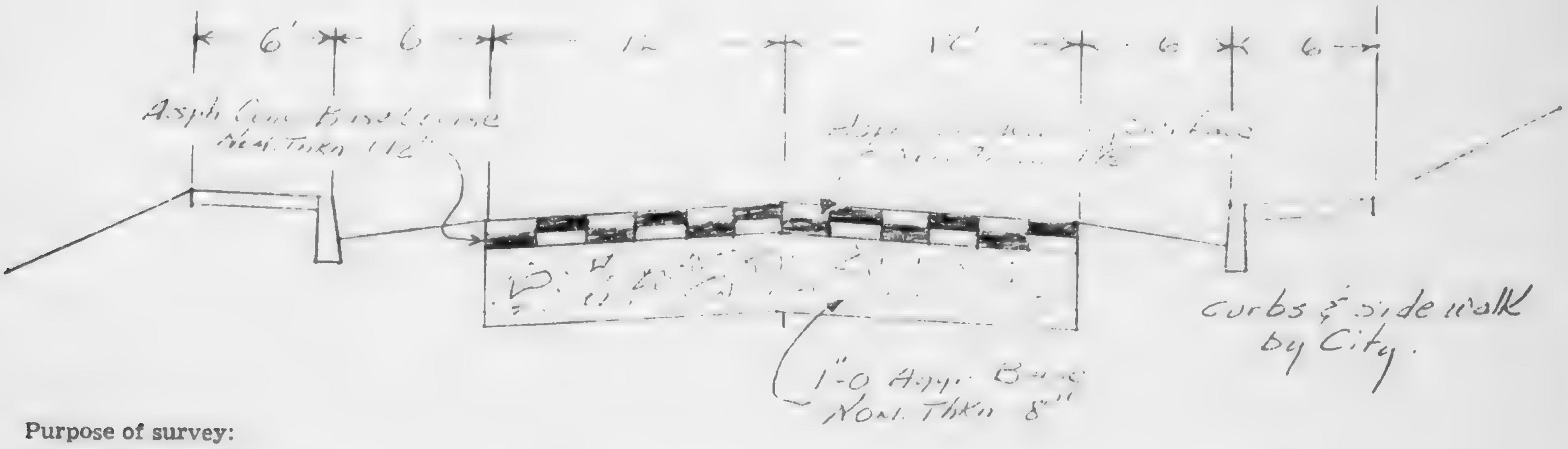
Highway City Street

Authorization No. 1

County Multnomah

Survey Prefix 326 - 1463 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly end is at Buxton St. The easterly end at Harlow St. Length is approximately 500 feet or 0.09 miles.


6'
6
12
12'
6
6
Asph Conc Base Course Nom. Thkn 1½"
Asph. Conc. Surface Course Nom. Thkn 1½"
1'-0 Agg. Base Nom. Thkn 8"
curbs & sidewalk by City.

Purpose of survey:

To prepare plans, specifications and estimates for grading, paving and curbs. Soils investigation will be conducted.

RECEIVED
COUNTY & CITY SECTION
JAN 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Estimate of cost:

| | | |
|---|---|---|
| Field Survey | (901) | - 2,500 |
| Plans | (905) | 500 |
| Soils | (910) | 500 |
| Spec's | (921) | 200 |
| Proj. Mgt | (920) | 100 |

SCA

### INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Fred
#

Total estimated cost of survey . . . . . . $3,800

Previous authorization . . . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by: Ray W. Pyle
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Location ~~Construction~~ Engineer

Approved:
Ass't State Highway Engineer

State Printing

15

November 3, 1975

City of Troutdale
City Hall
Troutdale, OR 97060

Attention: Betty Bergstrom
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5-89

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Southeast 6th Street from Buxton to Harlow Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

SC 9-76

Gateway to Columbia River Gorge

**City of Troutdale**

104 Kibling Street 665-5175
TROUTDALE, OREGON 97060

October 16, 1975

Mr. D. N. Harwell
County-City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Harwell:

You will note on the enclosed resolution we have amended it slightly to include a project bid limit to conform with our budgeted share should the project go beyond the reconnaissance investigation rough estimate. This is to guarantee that the City Council be notified to make budget adjustments and provisions if project costs at this time have exceeded or will exceed our earlier estimates.

Should this amendment cause concern or delay of the project, please call our offices immediately. Our Superintendant will relay the discussion to the City Council for further action.

Sincerely,

Betty Bergstrom

B. Bergstrom
City Recorder

Fred / H

RECEIVED
COUNTY & CITY SECTION
OCT 17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## RESOLUTION NO. 97

WHEREAS, THE STATE OF OREGON, acting by and through its Oregon Transportation Commission, has caused to be prepared and submitted to the CITY OF TROUTDALE and agreement providing for the improvement of Southeast 6th Street from Buxton to Harlow Streets within the said City, by the terms of which agreement the State is to pay the costs, excepting concrete curbs and sidewalks, not to exceed $25,000 and the City is to pay the total cost of concrete curbs, sidewalks and any additional costs in excess of $25,000 as its share of the total cost of such improvement; but not to exceed total cost of project 40,000; and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Troutdale, that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of Troutdale on the 14th day of October, 1975.

MAYOR

Attest:

Betty J [illegible]

CITY RECORDER

September 24, 1975

Mr. Milton R. Emerson
City Administrator and Engineer
City of Troutdale
104 Kibling Street
Troutdale, Oregon 97060

Dear Mr. Emerson:

Your proposed project on S. E. Sixth Street, from Buxton to Harlow Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $25,500, with the State contributing $25,000.

Very truly yours,

D N. Harwell
D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

[illegible]

[illegible] City [illegible] detail [illegible] information requested [illegible] so [illegible] Compton to [illegible]. [illegible] from [illegible] installed by City. [illegible] and sidewalks [illegible].

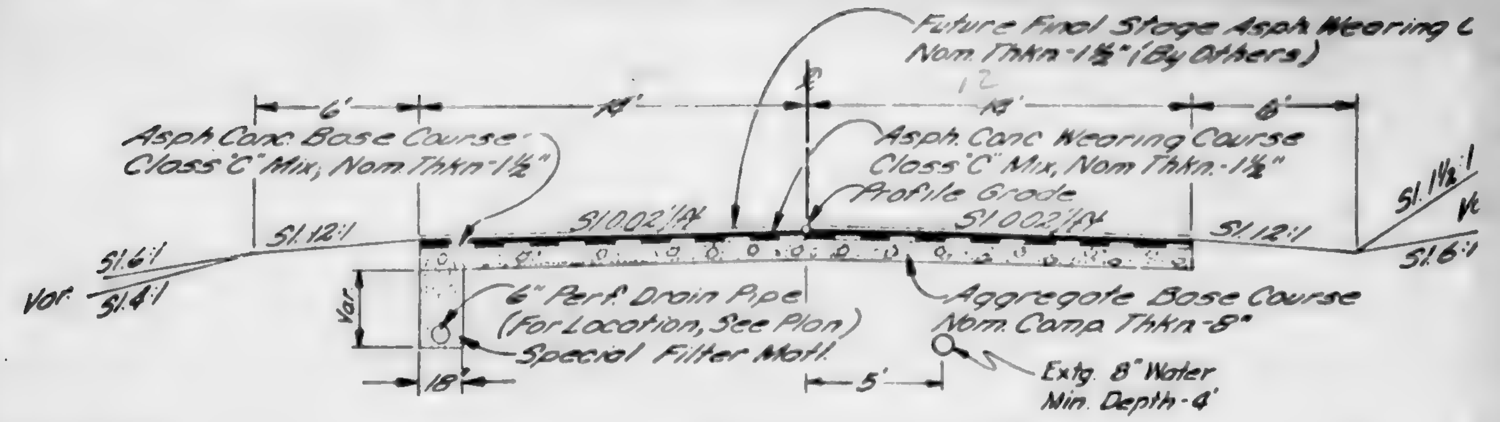
Typical section to be similar to the one erected in 19[illegible] on SE 8th St. (exam)

[illegible] existing [illegible] [illegible] Granite. Housing on the north side of the roadway [illegible]

Ⓐ

[illegible]-5-75.

[illegible]



Future Final Stage Asph. Wearing C
Nom. Thkn.-1½" (By Others)
6'
14'
14'
12
6'
Asph. Conc. Base Course-
Class "C" Mix, Nom. Thkn.-1½"
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-1½"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 12:1
Sl. 12:1
Sl. 6:1
Sl. 4:1
Var.
Sl. 1½:1
Va
Sl. 6:1
Var.
6" Perf. Drain Pipe
(For Location, See Plan)
Special Filter Mat'l.
Aggregate Base Course
Nom. Comp. Thkn.-8"
18"
5'
Extg. 8" Water
Min. Depth-4'

[illegible] -

$\frac{36 \times 462 \times [illegible]}{27}$ = 1173 × 1.10 = 1290 Cu yd.

Conforming -

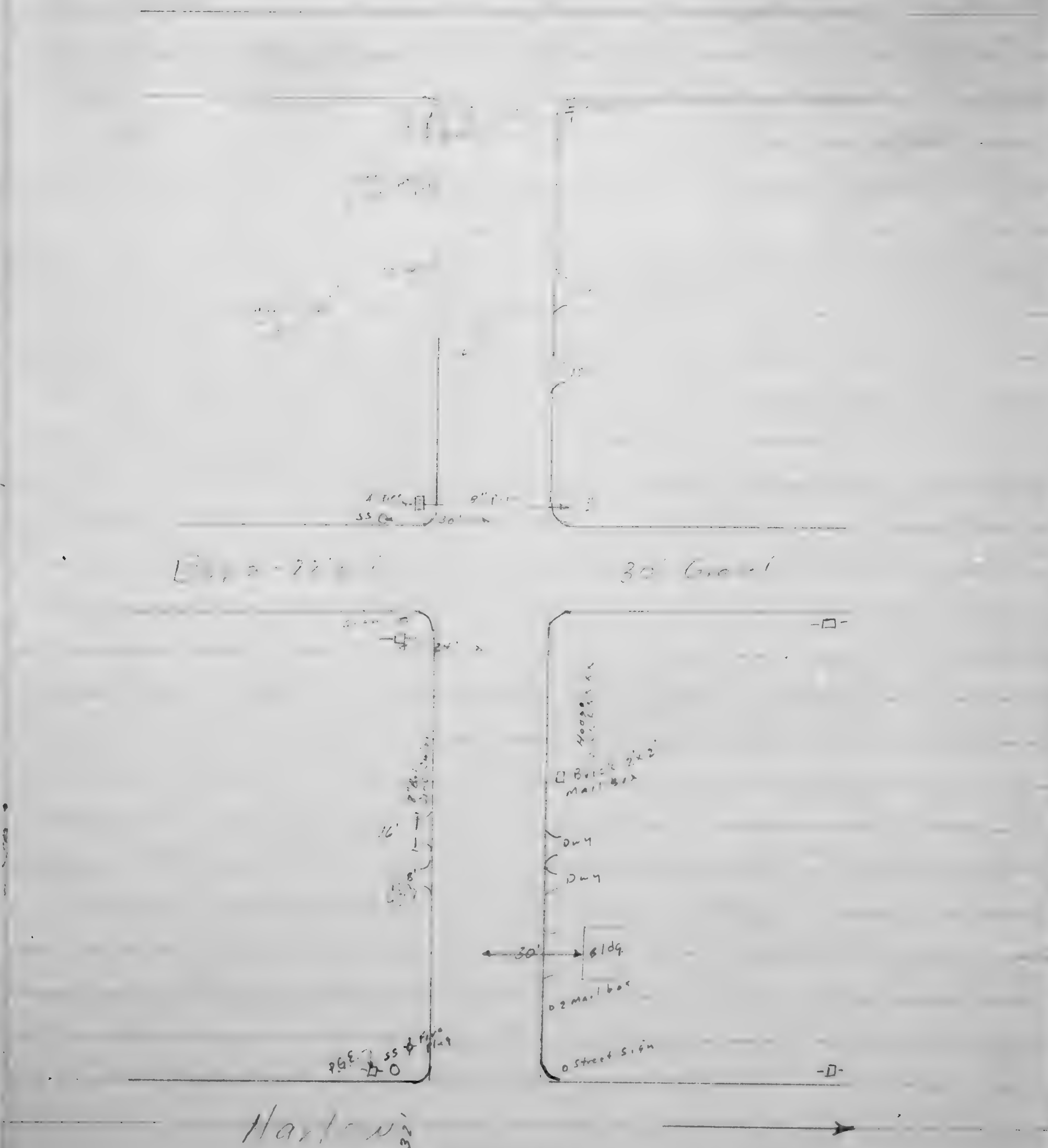
$\frac{36 \times 460}{9}$ = 1840 × 1.10 = 2020 Sq yd.

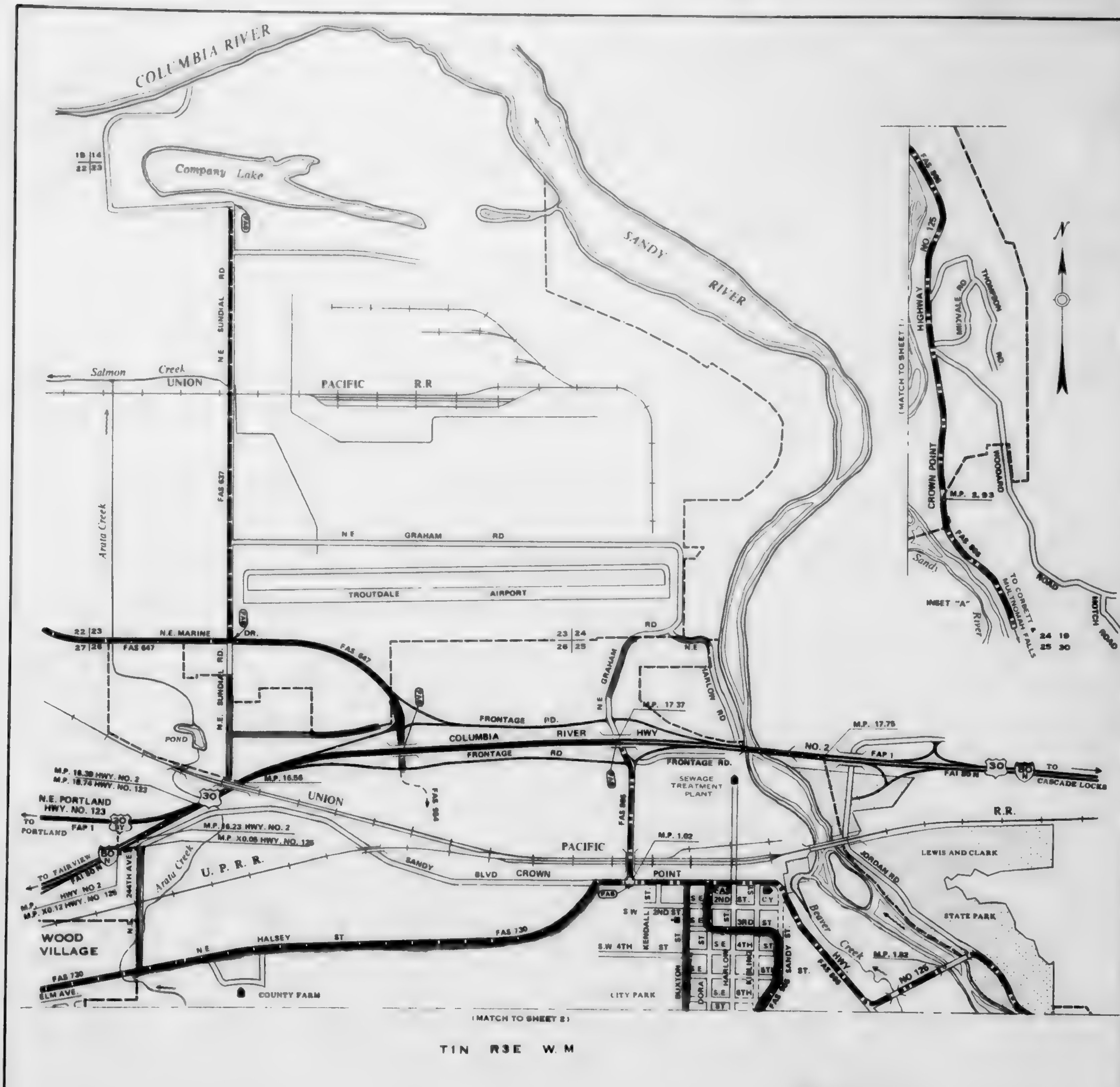
Paving $\frac{36 \times 460}{9}$ = 1840 × 1.10 = 2020 Sq yd.

Drain Pipe = 560 [illegible] × 1.10 = [illegible] Lin ft.

Special filter mat'l $\frac{[illegible]}{27}$ = 266 [illegible] 30 cu yd.

5-75


SS
30'
30' Gravel
24'
Brick 2'x2'
Mail Box
16'
8'
Dwy
Dwy
30'
Bldg.
2 Mailbox
PG&E
SS
Fire Plug
Street Sign
Curb


COLUMBIA RIVER
Company Lake
SANDY RIVER
Salmon Creek
UNION PACIFIC R.R.
N.E. SUNDIAL RD
FAS 647
Arata Creek
N.E. GRAHAM RD
TROUTDALE AIRPORT
N.E. MARINE DR.
FRONTAGE RD.
COLUMBIA RIVER HWY
NO. 2
M.P. 17.37
M.P. 17.75
M.P. 16.56
M.P. 16.39 HWY. NO. 2
M.P. 16.76 HWY. NO. 123
N.E. PORTLAND HWY. NO. 123
TO PORTLAND
FAP 1
FAI 80 N
TO FAIRVIEW
TO CASCADE LOCKS
SEWAGE TREATMENT PLANT
N.E. GRAHAM RD
HARLOW RD
M.P. 1.62
SANDY BLVD
CROWN POINT
U.P.R.R.
244TH AVE
WOOD VILLAGE
ELM AVE.
N.E. HALSEY ST
FAS 730
COUNTY FARM
CITY PARK
KENDALL ST
BUXTON
DORA
HARLOW
2ND ST
3RD ST
4TH ST
5TH ST
S.W. 4TH ST
SANDY ST
JORDAN RD
Beaver Creek
HWY NO 125
LEWIS AND CLARK STATE PARK
HIGHWAY NO 125
CROWN POINT
MIDVALE RD
THOMPSON RD
WOODARD
M.P. 2.93
Sandy River
TO CORBETT & MULTNOMAH FALLS
MOTCH ROAD
INSET "A"
(MATCH TO SHEET 1)
N
(MATCH TO SHEET 2)
T1N R3E W.M

# TROUTDALE

MULTNOMAH COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,680
Scale in Feet

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

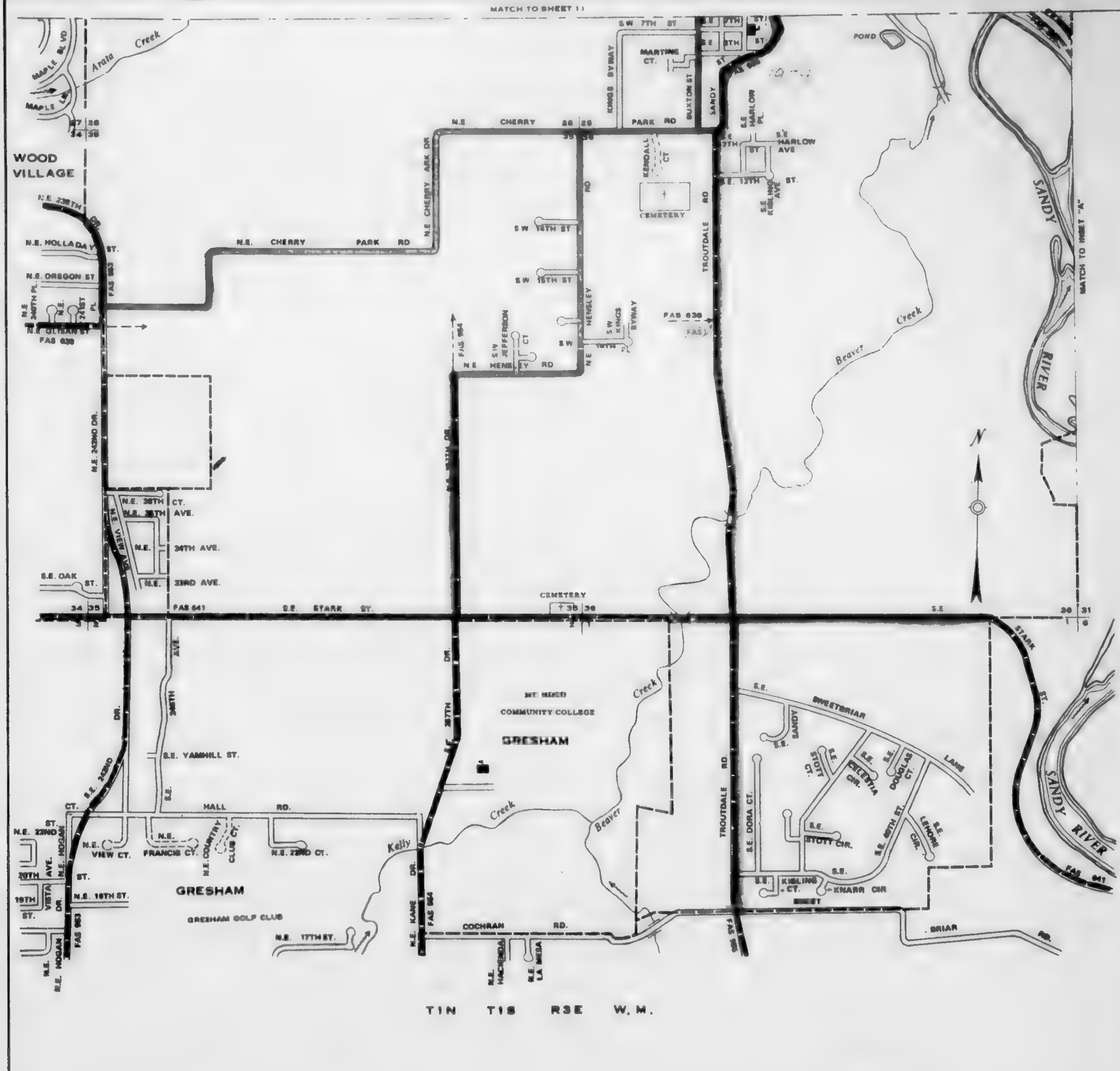
| | | | |
|---|---|---|---|
| ● | POST OFFICE | ● | PUBLIC BLDG. |
| ● | SCHOOL | CY | CITY HALL |
| ○ | CITY CENTER | CT | COURT HOUSE |
| ■ | R.R. DEPOT | A | ARMORY |
| --- | CITY LIMITS | L | LIBRARY |

SHEET ARRANGEMENT
1
2

Co. Road. 4-28-7[illegible]

REVISED FEB. 1973

SHEET 1 OF 2 SHEETS


MATCH TO SHEET 1
Arata Creek
MAPLE BLVD.
MAPLE LN.
WOOD VILLAGE
N.E. 238TH DR.
N.E. HOLLADAY ST.
N.E. OREGON ST.
N.E. 240TH PL.
N.E. 241ST PL.
N.E. GLISAN ST.
FAS 638
FAS 663
N.E. CHERRY PARK RD
N.E. CHERRY PARK DR
SW 7TH ST
MARTINE CT.
KINGS BYWAY
BUXTON ST
SANDY
PARK RD
S.E. HARLOW PL.
HARLOW AVE
KENDALL CT
CEMETERY
S.E. 13TH AVE ST.
S.E. KIBLING AVE
SW 16TH ST
SW 15TH ST
FAS 654
S.W. JEFFERSON CT
N.E. HENSLEY RD
SW 19TH
SW KINGS BYWAY
FAS 638
TROUTDALE RD
Beaver Creek
POND
SANDY RIVER
MATCH TO SHEET "A"
N
N.E. 242ND DR.
N.E. 38TH CT.
N.E. 35TH AVE.
N.E. VIEW DR.
N.E. 34TH AVE.
N.E. 33RD AVE.
S.E. OAK ST.
FAS 641
S.E. STARK ST.
CEMETERY
N.E. 257TH DR.
MT HOOD COMMUNITY COLLEGE
GRESHAM
S.E. SWEETBRIAR LANE
S.E. SANDY
S.E. CT.
CELESTIA CIR.
DOUGLAS CT.
S.E. DORA CT.
STOTT CIR.
S.E. 28TH ST.
S.E. LENORE CIR.
S.E. KIBLING CT.
KNARR CIR
STARK ST.
SANDY RIVER
FAS 641
S.E. YAMHILL ST.
S.E. 242ND
S.E. 248TH AVE.
HALL RD.
N.E. 22ND
N.E. HOGAN
N.E. VIEW CT.
N.E. FRANCIS CT.
N.E. COUNTRY CLUB CT.
N.E. 22ND CT.
Kelly Creek
Beaver Creek
20TH
19TH
VISTA AVE.
N.E. 19TH ST.
GRESHAM
GRESHAM GOLF CLUB
N.E. HOGAN DR.
N.E. 17TH ST.
N.E. KANE DR.
FAS 664
COCHRAN RD.
N.E. HACIENDA
N.E. LA MESA
BRIAR RD.
T1N T1S R3E W.M.

# TROUTDALE

MULTNOMAH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,080

Scale in Feet

REVISED FEB. 1973

SHEET ARRANGEMENT
1
2

SHEET 2 OF 2 SHEETS

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ● | POST OFFICE | ● | PUBLIC BLDG. |
| ● | SCHOOL | CY | CITY HALL |
| ○ | CITY CENTER | CT | COURT HOUSE |
| ■ | R.R. DEPOT | A | ARMORY |
| --- | CITY LIMITS | L | LIBRARY |

Gateway to Columbia River Gorge

**City of Troutdale**

104 Kibling Street 665-5175
TROUTDALE, OREGON 97060

RECEIVED
COUNTY & CITY SECTION
MAR 24 1975
☐ ENGR. ☐ COOR. ☐ GE ☒ AE ■ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

March 21, 1975

George N. Hopkins
Project Development Engineer
Room 203 State Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Enclosed is Resolution #88 from the City of Troutdale requesting state highway fund assistance to reconstruct 6th Street and S.E. Harlow Street, which are not part of the State Highway System. This Resolution is accompanied by the project data for both streets and location maps, and is hereby submitted from the City of Troutdale for consideration.

If there is any further information in making this application for aid please contact this office.

Unrein
H

~~MAR 24 1975~~

Very truly yours,

Milton R Emerson
Milton R. Emerson
City Administrator
City Engineer

MRE:mn
Enclosure

# RESOLUTION 85

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

**WHEREAS**, the City of Troutdale is an incorporated city of the State of Oregon and has a population of 2365 as given by the latest official census; and

**WHEREAS**, the following streets of said city,

6th Street (Buxton St. to Harlow St.) ~~and Harlow Street (~~

(5th St. to 8th St.) in front of Troutdale Elementary School

Property.

RECEIVED
COUNTY & CITY SECTION
MAR 24 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UZ
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

**WHEREAS**, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

**NOW, THEREFORE**, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

c-50, 1959 Rev.)

4. That the City of Troutdale does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Milton R. Emerson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of March, 1975.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

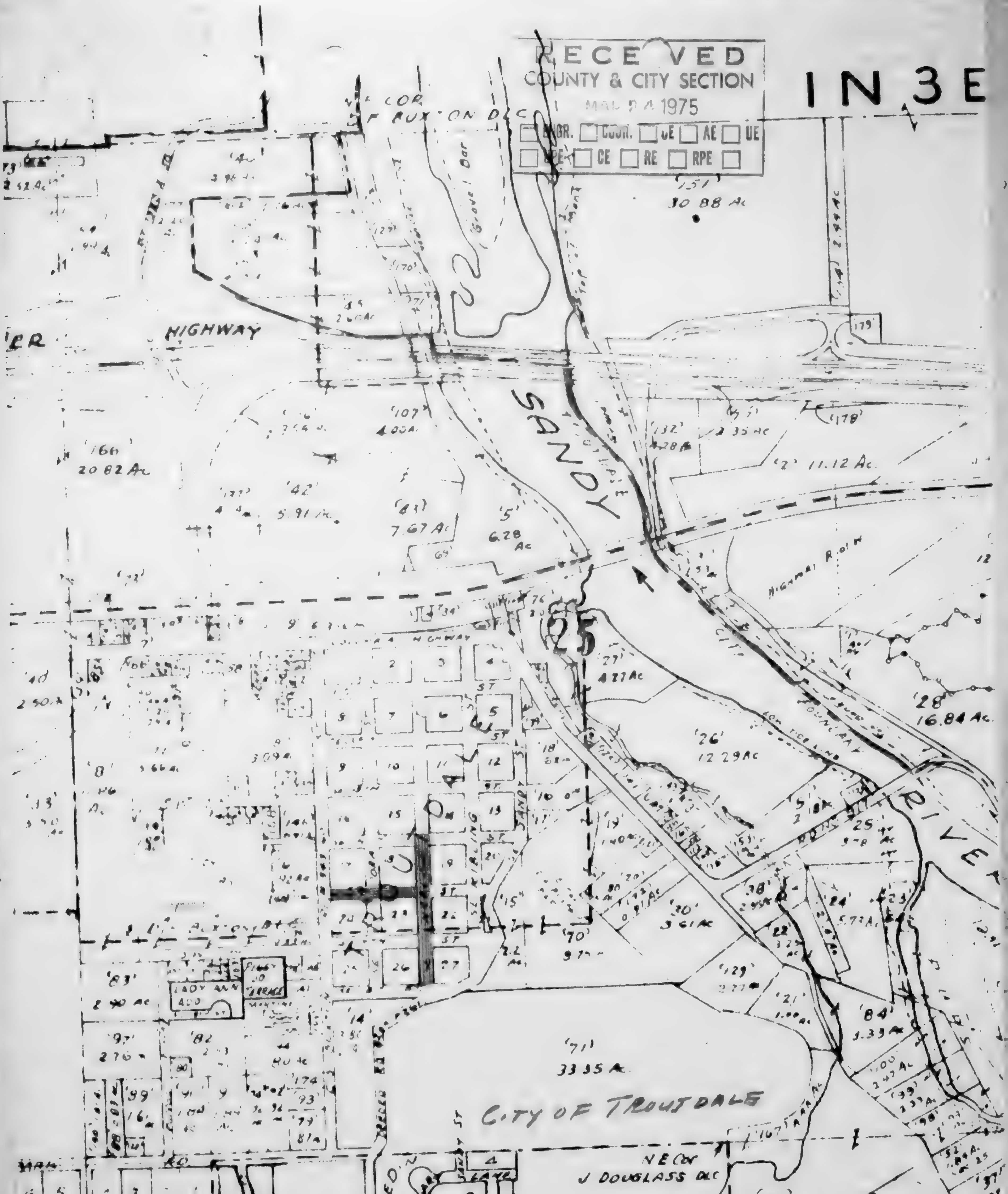
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Troutdale at a regular or special meeting of said Council, held on the 18th day of March, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of March, 1975.

Betty J. Bergstrom
City Recorder

([illegible]-50, 1959 Rev.)

RECEIVED
COUNTY & CITY SECTION
MAR 24 1975
☐ ENGR. ☐ COOR. ☐ JE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐


1N 3E
HIGHWAY
SANDY
RIVER
'151' 30.88 Ac
'166' 20.82 Ac
'107' 4.00 Ac
'42' 5.91 Ac
'43' 7.67 Ac
'5' 6.28 Ac
'132' 4.28 Ac
'2' 11.12 Ac
Highway R.O.W.
'28' 16.84 Ac
'26' 12.29 Ac
'27' 4.27 Ac
25
'48' 2.50 Ac
'8'
'83' 2.90 Ac
'97' 2.76
'82'
LADY ANN ADD.
'71' 33.35 Ac
CITY OF TROUTDALE
'30' 3.61 Ac
'70'
'129'
'21' 1.00 Ac
'84' 3.33 Ac
'24' 5.73 Ac
'59' 9.98 Ac
'57' 37.06 Ac
NE Cor J DOUGLASS DLC
WEEDON
POD
BONA VUE
DALE
'179'
'178'
Gravel Bar

SCA

**PROJECT DATA.** CITY OF Troutdale Date February 20, 1975

To be financed by Special City Allotment Fund and necessary city funds.

Street name 6th Street
(Locate project on attached map.)

Project length 460 LF

**DESIRED STREET SECTION:**

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 36 feet

Remarks Curbs to be installed to provide 36' paved width plus 7' parkways - used by school buses - street worn out

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 20' feet

**RIGHT-OF-WAY:** (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60' R/W.

Are intersecting streets curbed? Yes ____ No X

Remarks To intersect S.E. Harlow as part of this project

**CONCRETE CURBS:** (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: --- feet

City to construct curbs? Yes X No ____

City to Construct

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 15' feet

Does city desire special type of curbs? Yes X No ____

Explain: City Standard

RECEIVE
COUNTY & CITY SECTIC.
MAR 24 1975
☐ ENGR. ☐ CGOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

6th Street.

**SIDEWALKS** (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes X No ~~X~~

Width of sidewalks to be constructed: 4 feet

Are sidewalks to be constructed only on one side of street? Yes____ No X

Are sidewalks to be constructed on both sides of street? Yes X No ~~X~~

City to build it

Give: Length to be constructed and On which side of street

400 feet N. X S.___ E.___ W.___

400 feet N.___ S. X E.___ W.___

Should sidewalks be placed against curbs? Yes____ No X

Is utility strip required? Yes____ No X ; Width: _______feet

Remarks New Ordinance in progress

**STORM SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No X

To be constructed as part of project? Yes____ No X

/Show location of outfall on city map./

**SANITARY SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No X /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks Sewer on Harlow St. - none on 6th

6th Street
**WATER MAINS:** (City to adjust if required.)

Now in place? Yes ___ No X

If yes, how deep from present surface? ______ feet

Remarks No water on 6th St.

**DRIVEWAYS:** ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No X

Portland cement? Yes X No ___

How many? 4

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes X No ~~X~~ (If yes, please include copy of ordinance.)

Remarks NEW ORDINANCE IN PROGRESS

**FRANCHISED UTILITIES:** (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Northwest Natural Gas - PGE
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? General Telephone

Railroad tracks? Yes ___ No X

Which company? ______

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ______

## WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes X No ___

Driveways? Yes X No ___

Remarks ______________________________

## GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date 1975-76 FY

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

Columbia Highway - West side Sandy River Bridge

General remarks: Concrete work to be included in contract

By R. M. [illegible]
Mayor

By Milton R Emerson
~~City Recorder or~~ City Manager

By Milton R Emerson
City Engineer

8396 Catherine Cr. Br. Sec. of 1976
FAS Rte 205 E. of La Grande
(Structure)

C & A 5643 5-7-76

STATE OF OREGON INTER-OFFICE MEMO

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: May 14, 1981

SUBJECT: Acceptance of Materials
Contract No. 8396
Contract No. 9221

Recently we have had two contracts involving "NO STATE FUNDS" in which the acceptance of non-specification materials, at the point of fabrication, has caused Local Governments to question the quality of engineering we are furnishing to them.

In both cases corrective measures were taken to refurbish and/or upgrade the material to acceptable standards in order to be incorporated into the project. However, FHWA has declined to participate in the corrective measures and because of Construction/Finance Agreement language the Local Government will bear 100% of this cost.

It is felt this problem can be overcome by strict adherence to proper inspection methods, Standard Specifications, and Special Provisions. In particular I wish to point out the language in article 105.12, Removal of Unacceptable and Unauthorized Work, which states in part . . . "The fact that the inspector in charge may have previously overlooked such defective work shall not constitute an acceptance of any part of it . . ."

Also, article 105.03 Conformity with Plans and Specifications, states in part . . . "In event the engineer finds the materials furnished, work performed or the finished product are not in reasonably close conformity with the plans and have resulted in an inferior or unsatisfactory product, the work or materials shall be removed and replaced or otherwise corrected byand at the expense of the contractor."

Undoubtably we will always encounter costs on a Contract that FHWA will not participate in but it is my feeling we must not obligate Local Governments for costs that should be borne by the contractor and/or their supplier.

If we are to maintain any credibility with Local Governments we must get our act together. The Region is responsible for everyone's actions and it is pretty tough to explain why a contractor was paid for something that was his responsibility.

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: Gordon Beecroft
D. E. Swan
J. A. Schlieski
Don Harwell
Ellis Jones

96-31 **STATE COPY**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>RS-31-124(1) | 2. COUNTY<br>Union | 3. STATE<br>Oregon |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of Bridge No. 16281 on the "Catherine Creek Bridge Section" of FAS Route 31-124. The structure, over Catherine Creek, is 88 feet long and has a roadway width of 27.5 feet. This project is located approximately 12 miles east of La Grande.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Hamilton Construction Company | 6. CONTRACT AMOUNT<br>$ 68,652.00 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Construction Engr.

STATE HWY EN
JAN 5 '78
REFER TO
FOR
File

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

The road approaches were constructed by Union County to a top finished width of 28 feet. This contract included the structure only.

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width ____ feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH *(Miles)* | BASE SURFACING WIDTH *(Feet)* | TYPE CODE NUMBER | NET LENGTH *(Miles)* |
| 2<br>NA | | | X-080 | 0.017 |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>David B. Carter | 11. DATE OF INSPECTION<br>September 13, 1977 |

12. IN COMPANY WITH
Dale Allen, Region 4, construction Engineer, OSHD

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>David B. Carter<br>Original Signed by<br>D. B. Carter<br>Area Engr. | | 16. SIGNATURE<br>G. K. Hossner<br>Original signed by<br>G. K. Hossner<br>Dist. Engineer | |
| 14. TITLE<br>Area Engineer | 15. DATE<br>12-30-77 | 17. TITLE<br>District Engineer | 18. DATE<br>1-3-78 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
Box 300
Salem,Oregon 97308

DATE: March 11, 1977

In reply refer to: 1041A.5

SUBJECT: Oregon RS-31-124(1)
Catherine Creek Bridge Section
FAS 31-124
Union County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's November 5, 1976, notification that the contract work on the subject project was completed.

Our inspection confirmed that the contract work was performed satisfactorily. However, there is considerable work remaining to be done at the project site. This includes the channel change, rip rap and other erosion control as well as removal of the original bridge. When this work is completed satisfactorily, we will be able to accept the project.

G. L. Green

cc:
Keasey
Church

cy Rulien

RECEIVED
STATE HWY ENGR
MAR 15 '77
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

8396

December 23, 1976

Transamerica Insurance Company
1150 South Olive St.
Los Angeles, CA 90015

Gentlemen:

On December 13, 1976, we wrote to you concerning release of final payment on Contract No. 8396 awarded to Hamilton Construction Company for the Catherine Creek Bridge on FAS 31-124 in Union County.

Final payment on this contract is $3,404.30 and the total contract amount is $68,086.00. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8396

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Notification Contract Work Completed
Federal Aid Project No. RS-31-124(1)

Contract 8396, Work Completed 10-29-76

Project Catherine Creek Bridge

Highway FAS 31-124

Count(y)(ies) Union

RDC:eb
cc: R. D. Church

Report #8 *-Final-*

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

## FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Catherine Creek Bridge

WEEK ENDING: Oct. 29, 1976

SECTION PREFIX: 531-1088

HIGHWAY: FAS 31-124

COUNTY: Union

KIND OF WORK: Structure

NAME OF JOB: Catherine Creek Bridge

CONTRACT NUMBER: 8396

FEDERAL AID PROJECT NUMBER: RS-31-124(1)

CONTRACTOR: Hamilton Construction Co.

DATE WORK STARTED: September 16, 1 76

ESTIMATED COMPLETION DATE: November 1976

DATE OF CONTRACT: July 9, 1976

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 92

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 92

PROJECT AUTHORIZATION: $ 78,721.04

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: *100.0*

EXCLUSIVE OF ENGINEERING: $ 71,845.84

ENGINEERING AUTHORIZATION: $ 6,875.20

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: *94.5*

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,845.84

ENGINEERING COST TO DATE: $ 5,886.06

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 85.6 %

### ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

### ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16281 | | | | | | |
| PERCENT | *100.0* | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 24 | Clear, cool | 1 | | |
| MONDAY 25 | Ptly cldy, cool | 1 | | |
| TUESDAY 26 | Ptly cldy, cool | 1 | | |
| WEDNESDAY 27 | Fog, cool | 1 | | |
| THURSDAY 28 | Clear, cool | 1 | | |
| FRIDAY 29 | Clear, cool | 1 | | *Completion Date* |
| SATURDAY 23 | Clear, cool | *a* | | |

Keasey K RECEIVED Richards
Bond Glenn
Lickmond NOV 1 1976 Burg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 24 | No Activity. |
| MONDAY 25 | No Activity. |
| TUESDAY 26 | No Activity. |
| WEDNESDAY 27 | No Activity. |
| THURSDAY 28 | Completed misc. bolting of metal railing.<br>~~No Activity.~~ |
| FRIDAY 29 | Final Inspection.<br>~~No Activity.~~<br>Completion Date. |
| SATURDAY 23 | No Activity. |

## REMARKS

STATUS: Deck slabs set and grouted in place.
~~Guard~~ Metal rail complete~~, except for replacement of short bolts~~.

Semi-final estimate & data submitted to Region 10-29-76.

SIGNED Joseph A. Schlieski LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

Form Approved; O M B No. 04-R2089

**TO BE COMPLETED BY FHWA**
MONTHLY TRANSACTION NO.
6-156

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Union
Project No.: RS-31-124(1)

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
Co. Rd., 4.0 mi. West of Cove

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 4-14-76 | 0.017 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-14-76 | 0.017 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 78.19%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 89,221 | $ 69,759 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Assistant State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator 6/30/76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 29, 1976

Federal-Aid Project
No. RS-31-124(1)

Catherine Creek (Godley Lane) Bridge
FAS 31-124 (Godley Lane)
Union County

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $10,500.00 |

Type Code X080
Structure Bridge No. 16281 (Sta. 4+06 to Sta. 4+94)

| | | | |
|---|---|---|---|
| Structure Excavation | 40 cu.yds. | 10.00 | 400.00 |
| Furnish Pile Driving Equipment | All Required | | 19,000.00 |
| Furnish 16-inch Prestressed Concrete Piling | 720 lin.ft. | 11.00 | 7,920.00 |
| Drive Prestressed Concrete Piles | 642 lin.ft. | 1.00 | 642.00 |
| Structural Concrete, Class 3300 (25 cu.yds.) | All Required | | 5,000.00 |
| 40'/45' Prestressed Slabs | 14 only | 2,000.00 | 28,000.00 |
| Reinforcement (3,100 lbs.) | All Required | | 1,000.00 |
| Metal Rail with Channel | 163 lin.ft. | 30.00 | 4,890.00 |
| Guard Rail in Stockpile | All Required | | 1,800.00 |
| | | | $68,652.00 |

Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 100.00 |
| | Subtotal | $68,752.00 |
| | Engineering | 9,969.00 |
| | Total | $78,721.00 |
| Length of Structure . . . . . . . . . | 0.017 Mile | |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $10,500.00 | $ 8,208.00 | $1,146.00 | $ 1,146.00 |
| Structure | 78,721.00 | 61,551.00 | 8,585.00 | 8,585.00 |
| Total | $89,221.00 | $69,759.00 | $9,731.00 | $ 9,731.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8396 |
| Prefix No. | 531-1088 |
| Prefix No. | 531-1922 |

130

13

May 7, 1975

Union County Court
Courthouse
La Grande, OR 97850

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5643

Gentlemen:

Returned for your records is a fully executed copy of an agreement covering construction of [illegible] Creek Bridge on [illegible] Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

83

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-31-124(1)

STATE PROJECT NO. Catherine Creek Bridge

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. RS-103

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 4/14/76

DATE AUTHORIZATION EFFECTIVE 4/14/76

FEDERAL ROUTE NUMBER Secondary 31-124

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road (Godley Lane) 4.0 miles west of Cove.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $12,000, Federal funds $9,350.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/14/76 approved this project for inclusion in the Federal-aid Program.

As requested in Mr. Rulien's 4/6/76 letter you are authorized to proceed with actions necessary to advance to completion the physcial construction provided for by the above project at a total estimated cost of $94,000, Federal funds $73,450 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 4/14/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/14/76

BY (Signature): L.W. Rulien's 4/6/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) |  |
|---|---|---|---|---|---|---|
|  |  |  |  |  | Location | Work |
| 103 | RS-31-124(1) | 0.02 | 106,000 | 82,800 | Catherine Creek<br>(Godley Lane) Bridge<br>Union County<br>State of Oregon | Preliminary Engineering<br>including utility<br>preparatory work<br>and one structure. |

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO
Rulien
FOR
Info | Invcs | R/D | D/R | Sign | Act | File ✓

REMARKS (Division)

| RECOMMENDED |  | APPROVED |  |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
|  |  | 4/14/76 | G. L. Green, Division Administrator |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM [illegible]
(Rev. 8-71)

GPO 915-690

April 6, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-31-124(1)

We are submitting program data for one project, Item No. 103, Project No. RS-31-124(1), "Catherine Creek (Godley Lane) Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $12,000 with obligation of $9,350 in Federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $94,000 with obligation of $73,450 in Federal funds.

DRH:md

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

April 6, 1976

CARD 2
REPORT NUMBER (19) (20): 1
PROJECT LOCATION (45 typewriter spaces) 21 68: Co. Rd., 4.0 mi. West of Cove
ADT
PRESENT: 50 10 DHV
FUTURE (69) (70): 100
YEAR (71) (72): 96
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: P.E. Structure
NATL. FOREST (63) (65):
FH ROUTE NO. (66) (68):
SUPV AGCY (69):
DA CLASSIF. (70):
DA AREA (71):
EMERG. YR. (72) (73):
PL. AUTH YR (74) (75):
PROJECT NUMBER
PREFIX LETTER(S) 14 23: RS-
NUMBER 7: 31-124

CARD 4
CLASS OF FEDERAL FUNDS: Rural Secondary
NAME OF URBAN AREA 17-31: ----
COUNTY NAME: Union
ROUTE NO.: S
FEDERAL-AID (32): 31-124
STATE (36): Co. Rd.
U.S. (37)

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | 0.02 | 12,000 | 9,350 | 2,650 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) X080 | | "Catherine Creek (Godley Lane) Bridge Section" | 0.02 | 94,000 | 73,450 | 10,275 | 10,275 (Co.) |

ESTIMATED PROJECT COST BY PHASES

| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| 1 | 14 | DRH | | 0.02 | 106,000 | 82,800 | 12,925 | 10,275 (Co.) |
| | | | | | (16) (23) | (24) (32) | | |

PROGRAM APPROVAL DATES

REMARKS

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

April 6, 1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ION (45 typewriter spaces)<br>.0 mi. West of Cove | ADT | PRESENT<br>50<br>10 DHV | FUTURE<br>100 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>075 | ITEM NO.<br>103 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S): RS-<br>NUMBER: 31-124<br>SEQ. NO.: (1) | I. Projects Only<br>POST MI.<br>DESIG. |

econdary

COUNTY NAME: Union
CODE: 061

ROUTE NO.: S
FEDERAL-AID: 31-124
STATE: Co. Rd.
U.S.:

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| 53 | "Catherine Creek (Godley Lane) Bridge Section" | 0.02 | 12,000 | 9,350 | 2,650 | | Preliminary Engineering, all phases incl P.E. by utility forces. |
| | | | | | | | Const. reinf. conc. bridge (approx. L-75'), remove existing str. and other incidental work common to this type of project. |
| | | 0.02 | 94,000 | 73,450 | 10,275 | 10,275 (Co.) | ROW - 60' min.;<br>Access Control-none;<br>Parking Restrictions-none. |
| | PROJECT TOTALS | 0.02 | 106,000 | 82,800 | 12,925 | 10,275 (Co.) | |

REMARKS

TES

-Over-

## CATHERINE CREEK (GODLEY LANE) BRIDGE SECTION

## PROJECT NO. RS-31-124(1)

Existing Facility:

Roadway-----Two lane 24-foot graveled surface with 2-foot shoulders. (approaches to structure)

Structure---Catherine Creek Bridge; #31C42; 60' steel pony truss: HC 16' 10"; H-12 Loading.

Adjacent Sections: Two lane 24-foot graveled surface with 2-foot shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Remove and dispose of existing bridge and construct on existing alignment a reinforced concrete bridge approximately 75 feet in length with horizontal clearance of 28-foot and other incidental work common to this type of project.

Approaches to be constructed by County.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1976.

IM 50-1-70 Requirements:

State Clearinghouse: State Clearinghouse A-95 review approval letter dated March 11, 1976.

District 13 Clearinghouse: Notice of Intent was submitted to District 13 Clearinghouse on February 10, 1976 and has laid before the Clearinghouse more than 30 days without action; therefore, it is assumed that no adverse comments or review will be received for this project

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required unde
(Category 3 Projec

(b) Location/Design--Not a factor in th
project.

Data for PR-37:

Preliminary Engineering---Field Work
P.S. & E. Preparations

Total

Note: This project is in Congressional

K (GODLEY LANE) BRIDGE SECTION

NO. RS-31-124(1)

graveled surface with 2-foot shoulders.
ructure)
ridge; #31C42; 60' steel pony truss: HC
ading.

-foot graveled surface with 2-foot shoulders.

project consists of the following:

all phases including preliminary engineering

existing bridge and construct on existing align-
ete bridge approximately 75 feet in length with
28-foot and other incidental work common to this

ructed by County.

roads, Water Developments, Historical and Recreational

major action project concurred in by FHWA on February

Clearinghouse A-95 review approval letter dated
11, 1976.

Notice of Intent was submitted to District 13 Clearing-
house on February 10, 1976 and has laid before the Clear-
inghouse more than 30 days without action; therefore, it
is assumed that no adverse comments or review will be
received for this project

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering---Field Work | | $10,000.00 |
| | P.S. & E. Preparations | 2,000.00 |
| | Total | $12,000.00 |

Note: This project is in Congressional District No. 2.

8-341

PRO 6-2

April 6, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project.

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 103 | RS-31-124(1) | Catherine Creek (Godley Lane) Bridge Section<br>#7602 2 410 |

Encl.

DM:rm

cc: G. L. Green, FHWA
D. E. Swan (2)

8-396

15

Contract 8396

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 4, 1976

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Catherine Cr. (Godley Lane) Br.
Godley Lane
Union County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
E. S. Hunter
Date 3-5-76

RECEIVED
STATE HWY ENGR
MAR 5 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 11, 1976

## A. PROJECT IDENTIFICATION

Name of Project Catherine Creek (Godley Lane) Bridge (Section) RS-31-124(-)

Location of Project - Godley Lane (Highway Name) FAS 31-124 (Highway No., US - ORE)

N.W. of Union (City) Union (County) 5 (Region)

Program FAS-C (Funding) $94,000.00 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace narrow substandard timber structure.

Origin and History: Project priority identified by Union County Court and Roadmaster.

## C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length

Termini Project located at Catherine Creek on Godley Lane, 2 miles southerly of Highway 342.

Alignment (new or existing) Existing alignment.

CATEGORY
3 PROJECT
non-major

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A no additional R/W required for project.

Typical Section Two travel lanes and shoulders

Bikeway Consideration will be given.

Structures Concrete structure (slab span).

Additional Facilities None

Access Control Uncontrolled

Materials Concrete, rock, minimal amount of embankment.

Borrow and Waste Disposal No problem - existing sources available.

Special Construction Methods None

Characteristics (ADT) Field estimate - maximum 250 ADT during harvest season.

Other General Information (or Supplemental information to items)
Route is used by ranchers who transport row crops and grain to storage areas. Request contract letting after harvest season. Alternate routes would be available and no detour would be required at the project site.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Available alternative is to do nothing which would result in eventual closing of the bridge.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ________ Tentative Date(s) ________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted ________ Date Received ________

Expected Coordination with Local, State and Federal Agencies

Full coordination. Particularly with Fish and Wildlife Commission.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Full coordination should EIS be required.

## F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization______________

☐ Reconnaissance______________

☐ Field Location______________

☐ Office Location______________

☐ Field Prel. Design______________

☐ Office Prel. Design______________

☐ Final Design______________

☐ Contract Plans______________

FHWA

Status Date

☐ Systems Planning______________

☐ Prel. Engineering______________

☐ Corridor Approval______________

☐ Design Approval______________

☐ Plans, Specifications and
Estimates Approval______________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)__________

Project is located in prime agricultural land, very level gently falling to the east. Wildlife inhabit the area during the winter months, water fowl inhabit the area. Anadromous fish may be taken from the stream.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is limited to agricultural interests, very low level of noise and air pollution. No utilities are involved. Minimal increase in noise level would occur during construction, no lasting effect.

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

No change anticipated.

Consequences:

None

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None--no work should be done in stream during months of fish passage.

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      N/A

   b. Noise Standards

      N/A

   c. Water Quality Standards

      N/A

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | x | | |
| Urban Economist | x | | |
| Water Quality Spec. | x | | |
| Acoustical Engineer | x | | |
| Air Quality Engineer | x | | |
| Cultural Geographer | x | | |
| Urban Planner | x | | |
| Geologist | x | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

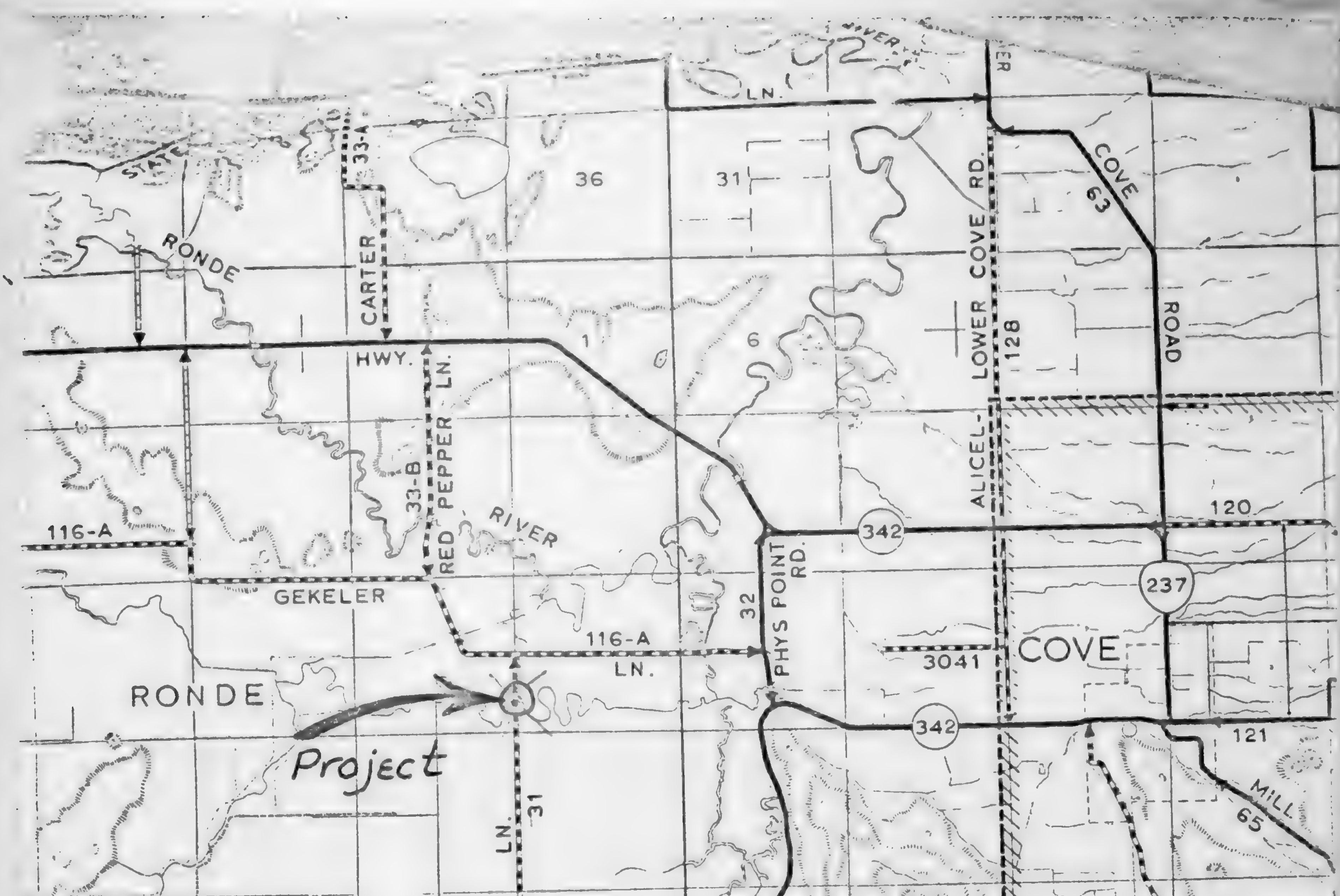
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________


STATE
RONDE
33-A
CARTER
HWY.
LN.
36
31
LOWER COVE RD.
128
COVE 63
ROAD
1
6
RED PEPPER LN.
33-B
RIVER
ALICEL-
116-A
GEKELER
342
PHYS POINT RD.
32
237
120
116-A LN.
3041
COVE
RONDE
Project
342
121
MILL 65
LN. 31
WILKINSON
115
AIRPORT ROAD
29
LN.
30
PETERSON
LN.
115
36
31
66
HIGH
KEYS-WOODRUFF LN.
113
113
GODLEY 31
1
6
111-A
TURNBULL-HAGGER
BAKER
342
HWY.
66
112
111
TURNBULL-HAGGERTY RD.
UNION
12
31
VALLEY
237
203
MILLER
109
LN.
PACIFIC
HOT LAKE
CRAIG
203 237
OFFORD RD.
VALLEY
12

7391

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 25, 1976

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RS-31-124(-)
Catherine Creek (Godley Lane) Br.
Godley Lane
Union County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's February 18, 1976 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William [illegible]
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

PROJECT MANAGEMENT
MAR - 3 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
MAR 3 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | ✓ Act | File

Cy Schneider

BEN GIFFORD
[illegible] SENT

8391

# EXECUTIVE DEPARTMENT

## LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Highway Div - Catherine Creek bridge (Godley Lane) Due Date: ____

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Fed. $74100.00 State $10450.00 Local $10450.00 Total $95,000.00

PROGRAM REVIEW AND COMMENT

__________ We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We urge approval of the Grant

Linda/H

Agency BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

By John W Beck

FEB 23 1976

Cable Address — ORECONDEV

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 17, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating six proposed Federal Aid Secondary projects--one each in Klamath, Morrow, Union and Washington Counties and two in Umatilla County.

The project in Klamath County is for preliminary engineering on the Highway 97-Washburn Way Section of the South Side Bypass, FAS 959. The FAS funds required for the preliminary engineering for this section are estimated to be approximately $350,000 ($38,500 of which will be the cost to the State).

Morrow County's request is for widening and improving the Alpine-Nelson Road--Highway 207 Section of the Bombing Range Road, FAS 25-101. FAS funds required for this project are estimated to be approximately $410,000 ($4,510 of which will be the State's cost).

The first project requested by Umatilla County is a bridge over Brownell Ditch on the Old River Road, FAS 30-137. The FAS funds required for this project are estimated to be approximately $36,000 ($3,960 of which will be the cost to the State).

The other project requested by Umatilla County is also for a bridge over Hermiston Ditch on the Old River Road, FAS 30-137. FAS funds required for this project are estimated to be approximately $72,000 ($7,920 of which will be the cost to the State).

The project requested by Union County is for a bridge over Catherine Creek on Godley Lane, FAS 31-124. The FAS funds required for this structure are estimated to be approximately $94,000 ($10,340 of which will be the cost to the State).

Washington County's request is for a bridge over McKay Creek on West Union Road, FAS 960. The FAS funds required for this project are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

These requests will be on the agenda for the February 24 meeting and I recommend your approval.

Att.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
Don Harwell
W. E. Schwartz
E. S. Hunter
V. E. Skoog
Ed Hardt
George Bell

HR:mm srb

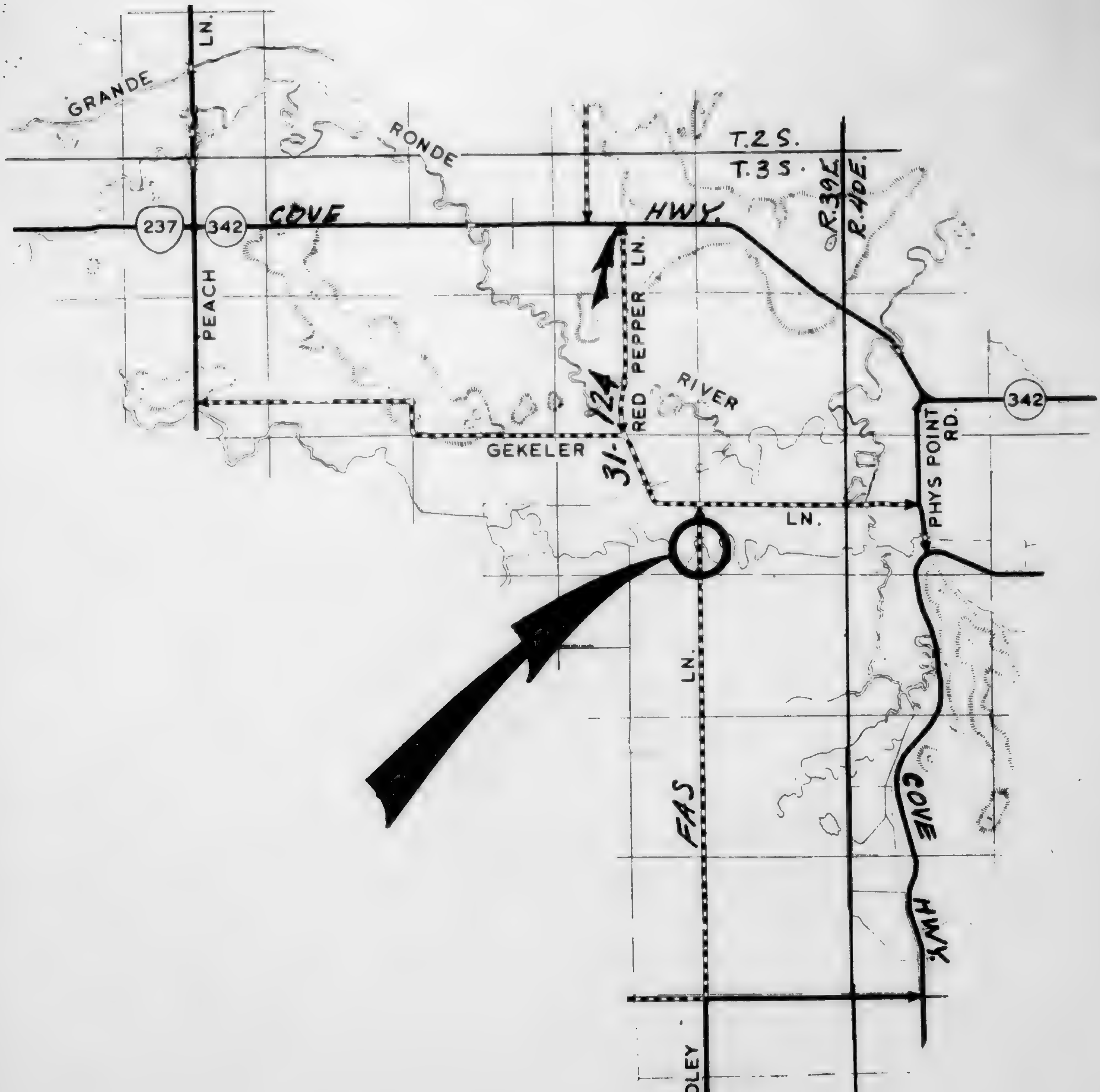
UNION COUNTY
Proposed FAS-C Project

FAS 31-124
Catherine Creek (Godley Lane) Bridge
Structure and Approaches
$94,000

Construct a precast concrete bridge 75 feet long with a 28-foot roadway. No sidewalks. Road will be closed during construction. Approaches to be constructed by County. Contractor will remove and dispose of existing bridge. County will place riprap. No additional right-of-way needed.

State to make survey, plans and award contract.

76-b
2/10/76


GRANDE
RONDE
RIVER
PEACH LN.
237
342
COVE HWY.
T.2S.
T.3S.
R.39E.
R.40E.
RED PEPPER LN.
31-124
GEKELER LN.
342
PHYS POINT RD.
FAS LN.
GODLEY
COVE HWY.

# CATHERINE CR (GODLEY LN) BR.

FAS Route 31-124 Union County

8-291

RECEIVED
HWY
FEB 10 '76
REFER TO

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 10, 1976

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Interprise, Oregon 97828

Executive Department
Federal Aid Coordination Unit

George N. Hopkins
George N. Hopkins
Project Development Engineer

Notice of Intent for Federal-Aid Funds
District 13
Catherine Creek (Godley Lane) Bridge
FAS-31-124 Godley Lane County Road
Union County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early Programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be

Attachments

BLG:re

cc: G. L. Green, FHWA
F. B. Klaboe
E. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
G. A. Starkey
Aeronautics Division

NOTED
MARIE STEPHENS

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | |
|---|---|---|
| 02 | 12] APPLICANT [45<br>State Highway Division | 46] DIVISION [79<br>Department of Transportation |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>State Highway Building | 46] CITY [60<br>Salem<br>76] ZIP<br>97310 |
| 04 | 12] CONTACT PERSON [45<br>L. W. Rulien | 46] AREA CODE [48<br>503<br>49] PHONE [55<br>378<br>56] EXTENSION<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Catherine Creek (Godley Lane) Bridge District 13 | |
| 11 | 12] PROJECT LOCATION—CITY<br>FAS-31-124<br>Godley Lane County Road | PROJECT LOCATION—COUNTY<br>Union<br>PROJECT LOCATION [79<br>SEC: -- T: 3S<br>R: 39E |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is for preliminary engineering, grading surfacing, structure

06 12] and incidental work to replace a narrow sub-standard timer structure which is [71

07 12] heavily used during the transport of agriculture products. [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 74,100 | -- | 10,450 | 10,450 | -- | 95,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
US Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?**
Yes ☒ 29 No ☐ 30 Date: February 10, 1976

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 March 43] DAY [44 8 45] YEAR [46 1976

## ADDIT NAL INFORMATION—ALL APP ANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: February 10, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

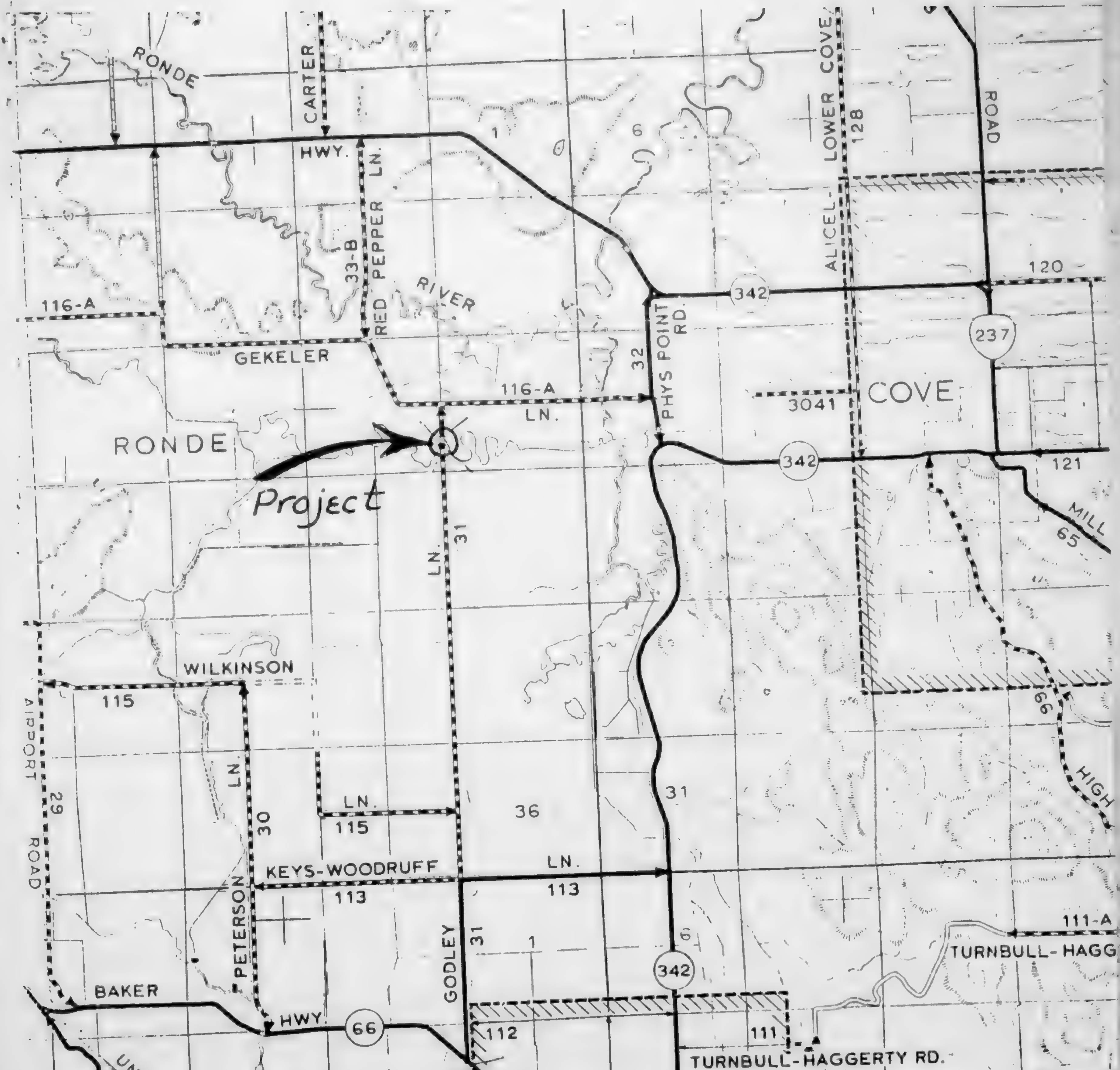
) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-major environmental impact under Oregon's Action Plan.

The project is proposed by Union County in cooperation with the State Highway Division Utility Federal-Aid County Secondary Funds.

Hearings and Right-of-Way are not anticipated.


RONDE
CARTER
HWY.
RED PEPPER LN.
33-B
RIVER
116-A
GEKELER
116-A
LN.
RONDE
Project
1
6
32
PHYS POINT RD.
342
LOWER COVE
ALICEL
128
ROAD
120
237
COVE
3041
342
121
MILL
65
LN.
31
WILKINSON
115
AIRPORT ROAD
29
LN.
30
PETERSON
LN.
115
36
31
66
HIGH
KEYS-WOODRUFF
113
LN.
113
GODLEY
31
1
6
342
111-A
TURNBULL-HAGG
BAKER
HWY.
66
112
111
TURNBULL-HAGGERTY RD.
31
UNION
VALLEY

A. PROJECT IDENTIFICATION

Name of Project Catherine Creek ( Godley Lane ) Bridge
(Section)

Location of Project - Godley Lane
(Highway Name)

FAS 31-124
(Highway No., US - ORE)

8397 North Plains (Lenox Ave.) 1976
Sec. City Street
(Grading & paving)

C+A 5490 11-3-75

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of North Plains
City Hall
North Plains, OR 97133
Attention of Ms. Mary F. Wojahn

Request No. (assigned by staff engineer or head of division) cc 1678

Date December 27, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City Allotment Project
Lenox Avenue, Contract 8397

Covered by agreement dated 10/28/75

**Itemized Statement:**

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | City's Advance Deposit | | $1,450.00 |
| | | As per attached statement | | |
| | | Final Cost | $25,430.38 | |
| | | Agreed State's Share | 25,000.00 | |
| | | Agreed City's share | | 430.38 |
| | | Balance Due City | | $1,019.62 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $1,450.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
334-1414-295 - $35.11
324-1720-295 - $395.27

Submitted by:
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date December 22, 1976

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8397 Prefix 334-1720 Survey Prefix 334-1414

Street Lenox Avenue

City North Plains

| | | |
|---|---|---|
| Payments to Contractor (~~see attached voucher~~) .......... | | $ 22,430.38 |
| Engineering and Contingencies .......................... | | 2,847.49 |
| Survey: | Total $ 3,193.61 | |
| | Prorated Share .............................. | 35.11* |
| | TOTAL .............. | 25,430.38 |
| | Agreed State Share | 25,000.00 |
| | Agreed City Share | 430.38 |
| | City Advance Deposit | 1,450.00 |
| | Balance Due City | $1,019.62 |

Reference: Outside Billing cc 1678

$$\frac{\$3,193.61 \text{ X } \$277.87}{\$25,277.87} = \$35.11^*$$

17-6

[illegible]
[illegible]
25,277.87

11-76

10-4-76

```
                                      ** JOB TOTALS **        4.[illegible] **        4.25 **      2,992.31

6TH.AVE (TROUTDALE)         326   1463    901    00                                                2,466.62
                            326   1463    905    00                                                  509.[illegible]
                            326   1463    905    00                                                  173.28
                            326   1463    910    00                                                   44.32
                            326   1463    920    00                                                   [illegible]
                            326   1463    921    00           65.14                 60.14            479.10
                                      ** JOB TOTALS **        65.14 **              60.14 **         3,699.06

[illegible]                 332   1432    901    00                                                  [illegible]
                            332   1432    905    00                                                  [illegible]
                            332   1432    910    00                                                  135.80
                            332   1432    921    00                                                  100.64
                                      ** JOB TOTALS **              **                    **         1,000.19

NO 3 COMMERCIAL (N PLAINS   334   1414    901    00                                                  506.54
                            334   1414    905    00            4.75                  4.75            1,218.24
                            334   1414    910    00                                                  [illegible]

[illegible] JOB COST SUMMARY
[illegible] DEPARTMENT
                                      ** JOB TOTALS **        [illegible] **        [illegible] **   3,193.61

[illegible]                 326   [illegible]                                                         [illegible]
                            326                                                                      104.[illegible]
                            326           905    00                                                   16.[illegible]
                            326           921                                                        424.[illegible]
                                  1441                                                               [illegible]
```

8397

October 28, 1976

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8397 awarded to Baker Rock Crushing Co., Inc. and Tualatin Valley Paving, Inc. for work on Lenox Avenue in North Plains in Washington County was completed on September 14, 1976, and accepted by the State Highway Engineer today.

Final payment in the amount of $1,121.52 will be released to the contractor after November 2, 1976. The total contract amount is $22,430.38. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Baker Rock Crushing Co., Inc. and
Tualatin Valley Paving, Inc.
21880 S.W. Farmington Road
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

# CONTRACT PAYMENT VOUCHER - COVER SHEET

32-P

FISCAL YEAR: 76-77

PAYEE:
Baker Rock Crushing & Tualatin Valley Paving
21880 S. W. Farmington Rd.
Beaverton, Oregon 97005

VOUCHER DATE: 10/22/76

TOTAL AMOUNT: $ 1,121.52

WARRANT NUMBER: 17566

CONTRACT NO.: 8397

ESTIMATE NO.: Est. 3 F

PERIOD COVERED: 9/5 - 9/14/76

APPROVED:

DESIGNATED AUTHORITY

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

## CONTRACTOR'S CERTIFICATE

I, Gary T. Baker certify that I am the Vice President, (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
NOV 2 1976
HIGHWAY ACCOUNTING

RECEIVED
NOV 1 1976

(Signature)

FORM 81-734-1020

Cont. 8397
3rd Notif. Date
10-6-76
Please punch #4
card

Church

**OREGON STATE HIGHWAY DIVISION**

## NTRACT PAYMENT VOUCHER

| | | | |
|---|---|---|---|
| COUNTY<br>WASHINGTON | CONTRACT NO.<br>8397 | ESTIMATE NO.<br>3 | PREFIX NO'S. |
| HIGHWAY<br>CITY STREET | FEDERAL AID PROJECT NO. | | |
| SECTION<br>NORTH PLAINS (LENOX AVENUE) | | | |

81-736-1020

| . | ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMO |
|---|---|---|---|---|---|---|
| 1 | 9N GENERAL EXCAVATION | LUMP SUM | 1200.0000 | 100.000 | 1200.0 | 12 |
| 2 | 9N AGGREGATE BASE | CU YDS | 9.5000 | 59.000 | 560.5 | 5 |
| 03 | 9N LIME TREATED SUBGRADE | SQ YDS | 2.0000 | 2,588.000 | 5176.0 | 5176 |
| 04 | 9N LIME FOR TREATED SUBGRADE | TONS | 60.0000 | 41.370 | 2482.2 | 24 |
| 005 | 9N CLASS C ASPHALT CONCRETE 3 INCHES THICK | SQ YDS | 3.4000 | 3,000.200 | 10200.6 | 102 |
| 006 | 9N 12-INCH CULVERT PIPE | LIN FT | 9.7500 | 196.000 | 1911.0 | 1911 |
| 008 | 9N EXTRA FOR ASPHALT APPROACHES | ONLY | 90.0000 | 10.000 | 900.0 | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | | |
|---|---|---|---|
| DATE<br>10 22 76 PG. 01 8397 | TOTAL CONTRACT ITEMS | 22430.36 | 2243 |
| PREVIOUS VOUCHER NO.<br>14438 | _ % RETAINED ON CONTRACT ITEMS | - | 1,12 |
| CHECKED BY: | FORCE ACCOUNT | | |

CONTRACT NO.
8397

HWAY DIVISION

ENT VOUCHER

| | | | |
|---|---|---|---|
| COUNTY<br>WASHINGTON | CONTRACT NO.<br>8397 | ESTIMATE NO.<br>3 | PREFIX NO'S. |
| HIGHWAY<br>CITY STREET | FEDERAL AID PROJECT NO. | | |
| SECTION<br>NORTH PLAINS (LENOX AVENUE) | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | [illegible] |
|---|---|---|---|---|---|---|
| XCAVATION | LUMP SUM | 1200.0000 | 100.000 | 1200.[illegible] | 12[illegible] | |
| BASE | CU YDS | 9.5000 | 59.000 | 560.[illegible] | [illegible] | |
| ED SUBGRADE | SQ YDS | 2.0000 | 2,588.000 | 5176.[illegible] | [illegible] | |
| TREATED SUBGRADE | TONS | 60.0000 | 41.370 | 2482.[illegible] | [illegible] | |
| SPHALT CONCRETE 3 INCHES THICK | SQ YDS | 3.4000 | 3,000.200 | 10200.[illegible] | [illegible] | |
| ULVERT PIPE | LIN FT | 9.7500 | 196.000 | 1911.[illegible] | [illegible] | |
| ASPHALT APPROACHES | ONLY | 90.0000 | 10.000 | 900.[illegible] | [illegible] | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | | | | |
|---|---|---|---|---|
| PG. 01 8397 | TOTAL CONTRACT ITEMS | 22430.[illegible] | 2243[illegible] | |
| | _ % RETAINED ON CONTRACT ITEMS | - | 1,121.52 | [illegible] |
| | FORCE ACCOUNT | | | |

10-1

TOTAL TO DATE JOB COST SUMMARY

OCTOBER 1976 PAGE 336

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|
| SC10-NW 1ST ST | 324 | 1728 | 295 | 00 | | | 21,3[illegible] |
| | 324 | 1728 | 900 | 00 | | | 7.[illegible] |
| | | | ** JOB TOTALS ** | | ** | ** | 21,303.80 ** |
| 5TH ST (HUBBARD CITY ST) | 324 | 1729 | 201 | 00 | 24,219.3[illegible] | 24,219.3[illegible] | 24,219.3[illegible] |
| | 324 | 1729 | 204 | 00 | 1,210.97CR | 1,210.97CR | 1,210.97CR |
| | 324 | 1729 | 9[illegible] | 00 | 1,[illegible] | 3,[illegible] | 3,[illegible] |
| | 324 | 1729 | 900 | 00 | 7.3[illegible] | 7.3[illegible] | 7.3[illegible] |
| | | | ** JOB TOTALS ** | | 24,105.51 ** | 26,455.43 ** | 26,455.43 ** |
| 1ST 2ND & 4TH STS (HERVIAS) | 324 | 1730 | 201 | 00 | | 17,[illegible] | 17,622.5[illegible] |
| | 324 | 1730 | 204 | 00 | | [illegible]1.10CR | [illegible]1.10CR |
| | 324 | 1730 | 9[illegible] | 00 | 81.11 | 1,[illegible] | 1,[illegible] |
| | 324 | 1730 | 900 | 00 - | | 9.41 | 9.41 |
| | | | ** JOB TOTALS ** | | 81.11 ** | 18,609.74 ** | 18,609.74 ** |
| LINC ST-MAIN ST MT ANGEL | 324 | 1731 | 295 | 00 | | 2,[illegible].00 | 2,[illegible] |
| | | | ** JOB TOTALS ** | | ** | 2,[illegible].00 ** | 2,[illegible] ** |
| | 324 | 1732 | 9[illegible] | 00 | 12,[illegible] | 12,[illegible] | 12,[illegible] |
| | | | ** JOB TOTALS ** | | 12,[illegible] ** | 12,[illegible] ** | 12,[illegible] ** |
| WILLOW CRK BR (HEPPNER) | 325 | 1707 | 9[illegible] | 00 | | | 2[illegible] |
| | | | ** JOB TOTALS ** | | ** | ** | 2[illegible] ** |
| SE 6TH ST (TH[illegible]) | 3[illegible] | 17[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | 3[illegible] | 17[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | 3[illegible] | 17[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | 326 | 17[illegible] | [illegible] | [illegible] | 1,[illegible] | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | 1[illegible].27 ** | 1[illegible].17 ** | 1[illegible] ** |
| WILTON-FREEWATER LA[illegible] ST | 330 | 1733 | [illegible] | 00 | | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | ** | 12,[illegible] ** | 12,[illegible] ** |
| N PLAINS-LENOX AVE | 334 | 17[illegible] | 201 | 00 | [illegible] | 22,[illegible] | 22,[illegible] |
| | 334 | 17[illegible] | 204 | 00 | [illegible]CR | 1,1[illegible]CR | 1,1[illegible]CR |
| | 334 | 17[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | | | ** JOB TOTALS ** | | 1,[illegible] ** | [illegible] ** | 24,0[illegible].80 ** |
| LAFAYETTE 7TH ST | 33[illegible] | 17[illegible] | [illegible] | 00 | | | |
| | 33[illegible] | 17[illegible] | [illegible] | [illegible] P | | | 12,[illegible] |
| | 33[illegible] | 17[illegible] | [illegible] | 00 R | | | [illegible] |
| | 33[illegible] | 17[illegible] | [illegible] | [illegible] | | | 5.42 |
| | | | ** JOB TOTALS ** | | ** | ** | 1,[illegible] **<br>[illegible] |
| C[illegible] STREET (SHERIDAN) | 33[illegible] | 1727 | [illegible] | 00 | | | 20,[illegible] |
| | 33[illegible] | 1727 | [illegible] | [illegible] | | 2.72 | 11.[illegible] |
| | 33[illegible] | 1727 | 9[illegible] | [illegible] | | | [illegible] |
| | | | ** JOB TOTALS ** | | ** | 2.72 ** | [illegible] ** |

10

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|
| | 326 | 1463 | 920 | 00 | | | [illegible].06 |
| | 326 | 1463 | 921 | 00 | | 55.14 | 474.10 |
| | | | ** JOB TOTALS ** | | ** | 55.14 ** | 3,693.06 ** |
| JOSEPH (ALDER FIRST&MCCULLY) | 332 | 1432 | 901 | 00 | | | 533.83 |
| | 332 | 1482 | 905 | 00 | | | 210.06 |
| | 332 | 1432 | 910 | 00 | | | 1[illegible].00 |
| | 332 | 1432 | 921 | 00 | | | 1[illegible].64 |
| | | | ** JOB TOTALS ** | | ** | ** | 1,003.[illegible]8 ** |
| LENNOX & COMMERCIAL (N PLAINS | 334 | 1414 | 901 | 00 | | | 908.54 |
| | 334 | 1414 | 905 | 00 | | 4.75 | 1,216.24 |
| | 334 | 1414 | 910 | 00 | | | 6[illegible].00 |
| | 334 | 1414 | 914 | 00 | | | 91.83 |
| | 334 | 1414 | 920 | 00 | | | 33.40 |
| | 334 | 1414 | 921 | 00 | | 6.47 | 27[illegible].57 |
| | 334 | 1414 | 924 | 00 | | | 23.54 |
| | | | ** JOB TOTALS ** | | ** | 11.22 ** | 3,188.61 ** |
| LAFAYETTE (7TH ST) | 336 | 1441 | 905 | 00 | | | 65.03 |
| | 336 | 1441 | 913 | 00 | 20.00 | 20.00 | 20.00 |
| | 336 | 1441 | 914 | 00 | | | 1[illegible] |
| | 336 | 1441 | 920 | 00 | | | 16.14 |
| | 336 | 1441 | 921 | 00 | | | 4[illegible].03 |
| | 336 | 1441 | 923 | 00 | | | [illegible] |
| | | | ** JOB TOTALS ** | | 20.00 ** | 20.00 ** | 7[illegible] ** |
| LAGRANDE-BAKER HWY | 501 | 1436 | 905 | 00 | | 1[illegible] | [illegible] |
| | 501 | 1436 | [illegible] | 00 | | | [illegible] |
| | 501 | 1436 | 914 | 00 | | | [illegible] |
| | 501 | [illegible] | [illegible] | 00 | | | [illegible] |
| | 501 | 1436 | 921 | 00 | | | [illegible] |
| | 501 | 1436 | 926 | 00 | | | [illegible] |
| | | | ** JOB TOTALS ** | | ** | 1[illegible] ** | 1,[illegible] ** |
| SW 72ND AVE INTERCHANGE | 503 | 1465 | 901 | 00 | | | 2.00 |
| | 503 | 1465 | [illegible] | 00 | | | 1,0[illegible] |
| | 503 | 1465 | [illegible] | 00 | | | [illegible] |
| | 503 | 1465 | 906 | 00 - | | | [illegible] |
| | 503 | 1465 | 921 | 00 | | | 3.[illegible] |
| | 503 | 1465 | 912 | 00 | | | [illegible] |
| | 503 | 1465 | 904 | 00 | | | [illegible] |
| | 503 | 1465 | [illegible] | 00 | | | 1[illegible] |
| | 503 | 1465 | [illegible] | 00 | | | [illegible] |
| | 503 | 1465 | 924 | 00 | | 1[illegible] | 1[illegible].31 |
| | | | ** JOB TOTALS ** | | ** | 1[illegible] ** | 3,[illegible].53 ** |
| | 503 | 1472 | 206 | 00 | | | 119.5[illegible] |
| | 503 | 1472 | [illegible] | 00 | | | 1[illegible] |

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION North Plains (Lenox Ave) | WEEK ENDING 9/25/76 |
| | | SECTION PREFIX 334-1720 |
| | HIGHWAY City Street | COUNTY Washington |
| NAME OF JOB North Plains (Lenox Ave) | KIND OF WORK Grade & Pave | |
| CONTRACTOR Baker Rock Crushing Co. | CONTRACT NUMBER 8397 | FEDERAL AID PROJECT NUMBER State |
| DATE OF CONTRACT 7/2/76 | DATE WORK STARTED 8/12/76 | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 50 CWD | CALENDAR DAYS USED 47 CWD |
| PROJECT AUTHORIZATION: $ 26,294.93 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 94 |
| EXCLUSIVE OF ENGINEERING: $ 23,998.43 | ENGINEERING AUTHORIZATION $ 2,296.50 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 22,430.38 | ENGINEERING COST TO DATE $ 2,502.56 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.2 % | PERCENT OF AUTHORIZATION 109 % | DATE PROJECT WAS COMPLETED. 9/14/76 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | Class "C" 3" Thick |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.17 | 0.17 | | | 0.17 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.17 | 0.17 | | | 0.17 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | Lump Sum | 120 | | | 2,800 |
| TOTAL QUANTITIES CORRECTED TO DATE | | 59 | | | 3,000.2 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 100% | 59 | | | 3,000.2 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 19 | | 0 | | |
| MONDAY 20 | | 0 | | |
| TUESDAY 21 | | 0 | | |
| WEDNESDAY 22 | | 0 | | |
| THURSDAY 23 | | 0 | | |
| FRIDAY 24 | | 0 | | |
| SATURDAY 25 | | 0 | | |

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
SEP 27 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final Estimate data submitted to Region Office September 24, 1976

LAST REPORT

cc: Construction -
Region
File

SIGNED ______ LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SCA

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

AD-219

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

| ACCOUNTING ONLY | |
|---|---|
| Reference | NØRTHPL |
| Invoice No. | 1367 |
| Date Recd. | 7-2-76 |

Depositor City of North Plains

Amount $1,450.00

Section Responsible for Monitoring Project Region 2

Estimated Completion Date 9-10-76

---

CARD 2

Purpose Construction advance deposit for Special City Project

Other Information (File #, FA Project, etc.) Lenox Ave Project

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix PE Prefix
(4) ☑ SCA (7) ☐ Off System
(5) ☐ Urban (8) ☐ Title II, Normal
(6) ☐ FAS-C (9) ☐ Title II, Grade Crossing

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

Remarks

Prepared by Fred Hildebrandt Date 7-1-76

---

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

| ACCOUNTING ONLY | |
|---|---|
| Reference | NØRTH PL |
| Invoice No. | 1367 |
| Date Recd. | 7-2-76 |
| Deposit Amt. | 1450.00 |

Depositor City of North Plains

Remarks Lenox Ave SCA

Received by CC

Form 81-734-1382

8347

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 28, 1976

Ms Mary F. Wojahn
City Recorder
City of North Plains
City Hall
North Plains, OR 97133

RE: 1976 Special City Allotment Project
Lenox Avenue

Dear Ms Wojahn:

Bids were received on the subject project June 24, 1976. There were three bidders, with the low bid being submitted by Baker Rock Crushing Co., Inc. and Tualatin Valley Paving Co., Inc of Beaverton.

The following data is to substantiate the amount of advance deposit we are requesting from the City.

| | |
|---|---|
| Contractors's Bid | $22,965.00 |
| Engineering and Contingencies | 3,329.93 |
| | $26,294.93 |
| Estimated City's Portion of Preliminary Engineering | 137.07 |
| | $26,432.00 |
| Less SCA Funds | 25,000.00 |
| City's Share of Costs | $ 1,432.00 |
| Required Advance Deposit (Rounded) | $ 1,450.00 |

RECEIVED
STATE HWY ENGR
JUN 28 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The contract for this project will be awarded upon receipt of the City's advance deposit. Please make your check in the amount of $1,450 payable to the Oregon State Highway Division and FORWARD IT TO County-City Unit, 203 State Highway Bldg., Salem, Oregon 97310.

Very truly yours,

F Hildebrandt

for Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

bc: ✓ E. S. Hunter
V. E. Skoog
Ed Hart, Region 1 Engineer

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## NORTH PLAINS (LENOX AVE.) SECTION

## CITY STREET

## WASHINGTON COUNTY

State Project
0.17 Mile Grading and Paving

Bids Received June 24, 1976

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1. | General Excavation | All | Specified | | | $ 3,000.00 | 1200 |
| 2. | Aggregate Base | 120 | cu.yds. | 9.50 | 7.50 | 900.00 | [illegible] |
| 3. | Lime Treated Subgrade | 2,520 | sq.yds. | 2- | 1.10 | 2,772.00 | 5040- |
| 4. | Lime for Treated Subgrade | 40 | tons | 60- | 75.00 | 3,000.00 | 2400- |
| 5. | Class "C" Asphalt Concrete, 3 inches Thick | 2,800 | sq.yds. | ✓ | 3.40 | 9,520.00 | [illegible] |
| 6. | 12-inch Culvert Pipe | 180 | lin.ft. | 9.75 | 6.50 | 1,170.00 | 17[illegible] |
| 7. | Concrete Inlets, Type G-1 | 2 | only | 475- | 350.00 | 700.00 | [illegible] |
| 8. | Extra for Asphalt Approaches | 9 | only | 90- | 100.00 | 900.00 | [illegible] |
| 9. | Drainage Curbs | 20 | lin.ft. | 7.50 | 5.00 | 100.00 | [illegible] |
| | | | | | For Comparison of Bids | $22,062.00 | [illegible] |

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | $22,062.00 | 22 [illegible] 00 |
| Anticipated Additional Items:<br>None | - | |
| | $22,062.00 | [illegible] |
| Contingencies (4-1/2%) | 992.79 | [illegible] 33.[illegible] |
| Engineering (10%) | 2,206.20 | [illegible] |
| Estimated Net Authorization, Construction | $25,260.99 | [illegible] 93 |

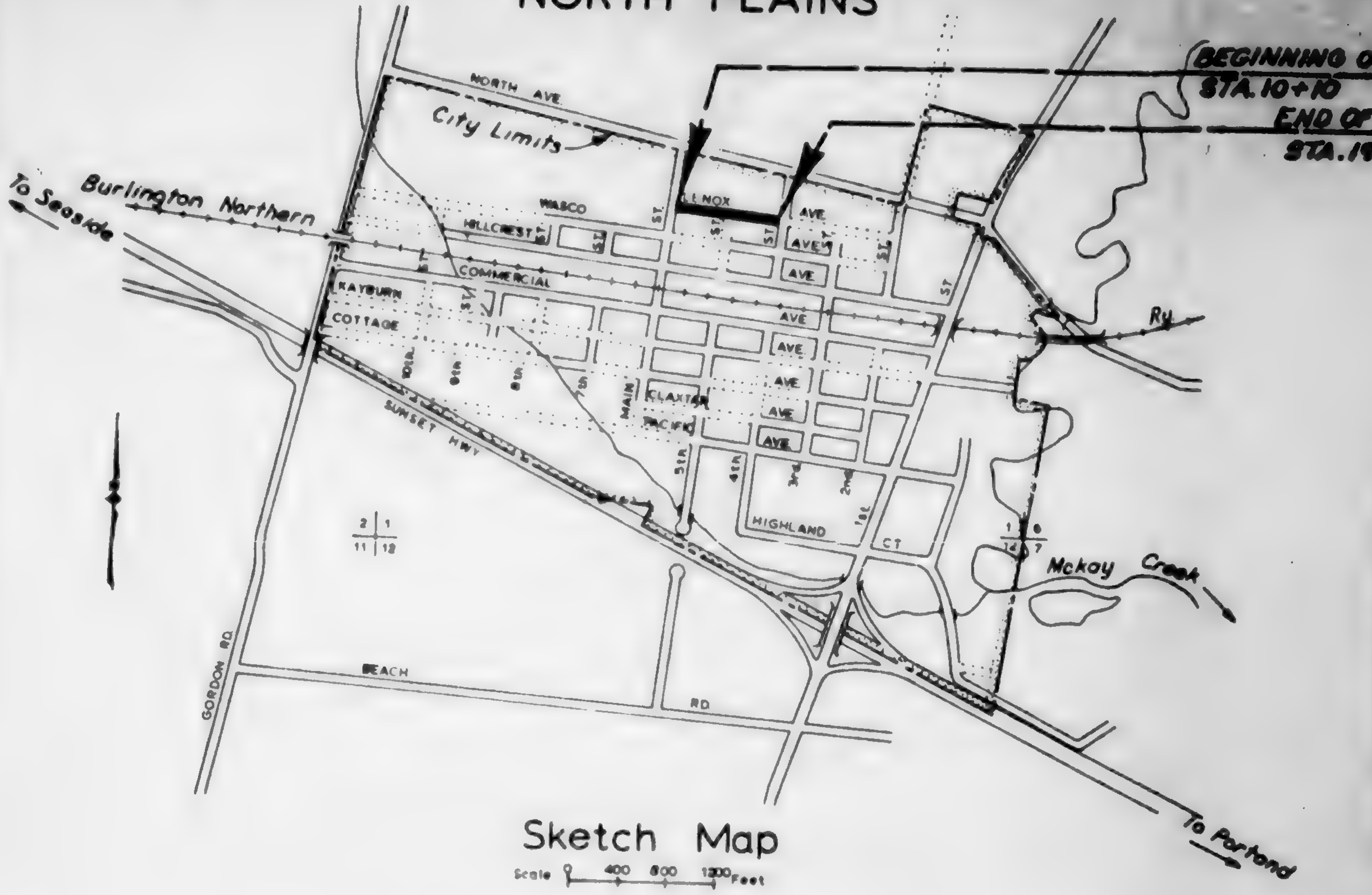
[illegible]

```
                                                    ** JOB TOTALS **      [illegible]  **    [illegible]  **        [illegible]

JOSEPH (ALDER FIRST&MCCULLY)          332   1482     901    00                               [illegible]
                                      332   1482     905    00                               [illegible]
                                      332   1482     910    00                               [illegible]
                                      332   1482     911    00                               [illegible]


AL TO DATE JOB COST SUMMARY                                                                  [illegible] 1978        [illegible]

                                                                                              PERIOD                 GRAND TOTAL
SCRIPTION OF JOB OR DEPARTMENT         ACCT [illegible]    [illegible] OR CURRENT MONTH      YEAR TO DATE            TO DATE

                                                    ** JOB TOTALS **                  **     [illegible]  **        [illegible]

LENNOX & COMMERCIAL (S. PLAINS        334   1414     901    00                               [illegible]            [illegible]
                                      334   1414     905    00          [illegible]          [illegible]            [illegible]
                                      334   1414     910    00          [illegible]          [illegible]            [illegible]
                                      334   1414     911    00          [illegible]          [illegible]            [illegible]
                                      334   1414     921    00          [illegible]          [illegible]            [illegible]
                                      334   1414     925    00                               [illegible]            [illegible]
                                                    ** JOB TOTALS **    [illegible]  **      [illegible]  **          2,783.43

LAFAYETTE (7TH ST)                    336   1441     909    00                               [illegible]               65.83
                                      336   1441     904    00                               [illegible]              103.99
                                      336   1441     910    00                               [illegible]               16.14
                                      336   1441     911    00                               [illegible]              421.83
                                      336   1441     925    00                               [illegible]               72.96
                                                    ** JOB TOTALS **                  **        683.75   **           683.75

LAGRANGE-BA-EP HWY                    501   1436     905    00                                  420.81                420.81
                                      501   1436     906    00                                  103.38                103.38
                                      501   1436     914    00                                    2.52                  2.52
                                      501   1436     910    00                                   69.38                 69.38
                                      501   1436     911    00                                  907.46                907.46
                                      501   1436     926    00                                   55.26                 55.26
                                                    ** JOB TOTALS **                  **      1,558.81   **         1,558.81

SW 22ND AVE INTERCHANGE               502   1405     301    00           2.00                     2.00                  2.00
```

```
                                       ** JOB TOTALS **

LENNOX & COMMERCIAL (S. PLAINS   334  1414  901  00                    901.28        901.28
                                 334  1414  905  00       205.79     1,211.49      1,211.49
                                 334  1414  910  00        72.94       476.36        476.36
                                 334  1414  920  00        13.40        13.40         13.40
                                 334  1414  921  00       153.96       153.96        153.96
                                 334  1414  924  00                     26.94         26.94
                                            ** JOB TOTALS **  [illegible] **  2,783.43 **  2,783.43

LAFAYETTE (7TH ST)               334  1441  905  00                [illegible]        65.83
                                 334  1441  [illegible]  00        [illegible]       103.39
                                 334  1441  [illegible]  00        [illegible]        16.14
                                 334  1441  921  00                [illegible]       421.83
                                 334  1441  [illegible]  00        [illegible]   [illegible]
                                            ** JOB TOTALS **       **  [illegible] **  [illegible]

LAGRANGE-BAKER HWY               [illegible]                       [illegible]       450.51
                                 [illegible]

SW 22ND AVE INTERCHANGE          [illegible]
```

5-20-76

# NORTH PLAINS


BEGINNING OF PROJECT
STA. 10+10
END OF PROJECT
STA. 19+20
NORTH AVE.
City Limits
Burlington Northern
To Seaside
WASCO
LINOX
HILLCREST
COMMERCIAL
RAYBURN
COTTAGE
AVE
ST.
CLAXTAR
PACIFIC
MAIN
5th
4th
3rd
2nd
1st
6th
7th
8th
10th
HIGHLAND
CT
SUNSET HWY
Ry
Mckay Creek
GORDON RD.
BEACH
RD.
To Portland
2 | 1
11 | 12
1 | 6
14 | 7

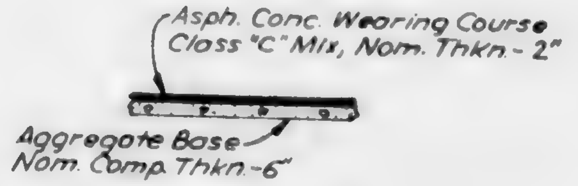
Sketch Map

Scale 0 400 800 1200 Feet

1
2
3
Drg

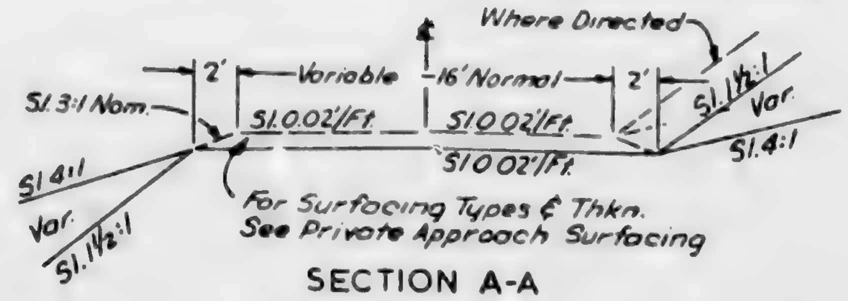
S

| |
|---|
| General Excava |
| Aggregate Base |
| Lime Treated S |
| Lime For Treate |
| Class "C" Asphal |
| 12-inch Culvert |
| Concrete Inlet |
| Extra For Aspha |
| Drainage Curb |

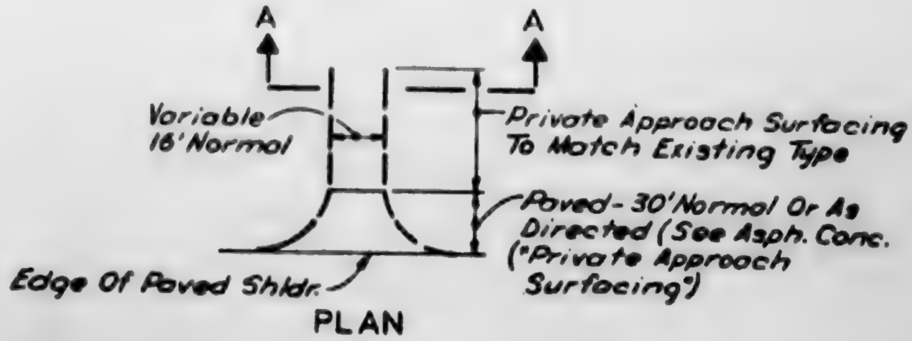

Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. - 2"
Aggregate Base
Nom. Comp. Thkn. - 6"

ASPHALT CONC.
PRIVATE APPROACH SURFACING

PRELIMINARY COPY
SUBJECT TO CHANGE


Where Directed
2'
Variable
16' Normal
2'
Sl. 3:1 Nom.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn.
See Private Approach Surfacing

SECTION A-A


A
A
Variable
16' Normal
Private Approach Surfacing
To Match Existing Type
Paved - 30' Normal Or As
Directed (See Asph. Conc.
"Private Approach
Surfacing")
Edge Of Paved Shldr.

PLAN

APPROACH

OREGON STATE HIGHWAY DIVIS
GRADING & PAVING
NORTH PLAINS (LENOX AVE) S
CITY STREET
WASHINGTON COUNT

| FED. ROAD Div. No. | STATE | PROJECT NUMBER |
|---|---|---|
| 10 | OREGON | STATE |

BEGINNING OF PROJECT
STA. 10+10
END OF PROJECT
STA. 19+20

Rt
Creek
To Portland

## INDEX OF SHEETS

| SHEET NO | DESCRIPTION |
|---|---|
| 1 | Sketch Map, Typical Sections & Summary |
| 2 | Temporary Protection & Direction Of Traffic |
| 3 | Plan & Profile |

Length Of Project 0.17 Mile

Drg. Nos.
S-1, S-12, 2126C - Temporary Protection and Direction of Traffic
2050 - Multi-Layer Pavement Construction
2051 - Drainage Curb
20918, 2112, 2121 - Pipe Installation
2105 - Concrete Inlets

PRELIMINARY
MAY 1 2 19
SUBJECT TO CH
FINAL DESIGN

RECEIVED
COUNTY & CITY SECTION
MAY 24 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

AS REVISE

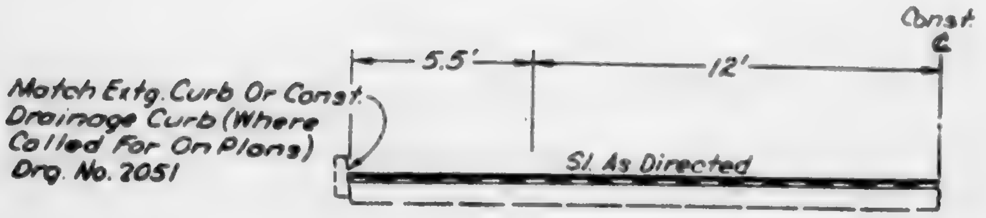
## SUMMARY

| ITEM | UNIT | QUANTITY |
|---|---|---|
| General Excavation | All | All |
| Aggregate Base | Cu Yd | |
| Lime Treated Subgrade | Sq. Yd | |
| Lime For Treated Subgrade | Ton | |
| Class "C" Asphalt Concrete, 3 Inches Thick | Sq. Yd. | |
| 12-inch Culvert Pipe | Lin. Ft. | |
| Concrete Inlets, Type G-1 | Each | 2 |
| Extra For Asphalt Approaches | Each | 9 |
| Drainage Curbs | Lin. Ft. | 20 |

APPROVED
CITY OF North Plain
BY MAYOR Clyde E
BY RECORDER Mary F
DATE 5/20/76

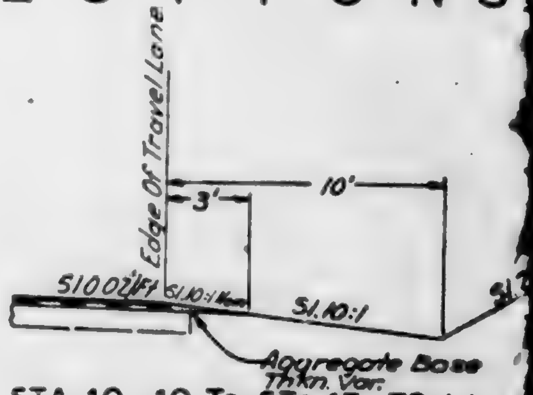
OPY
GE

## TYPICAL SECTIONS



Const. ℄
5.5'
12'
Match Extg. Curb Or Const. Drainage Curb (Where Called For On Plans) Drg. No. 2051
Sl. As Directed

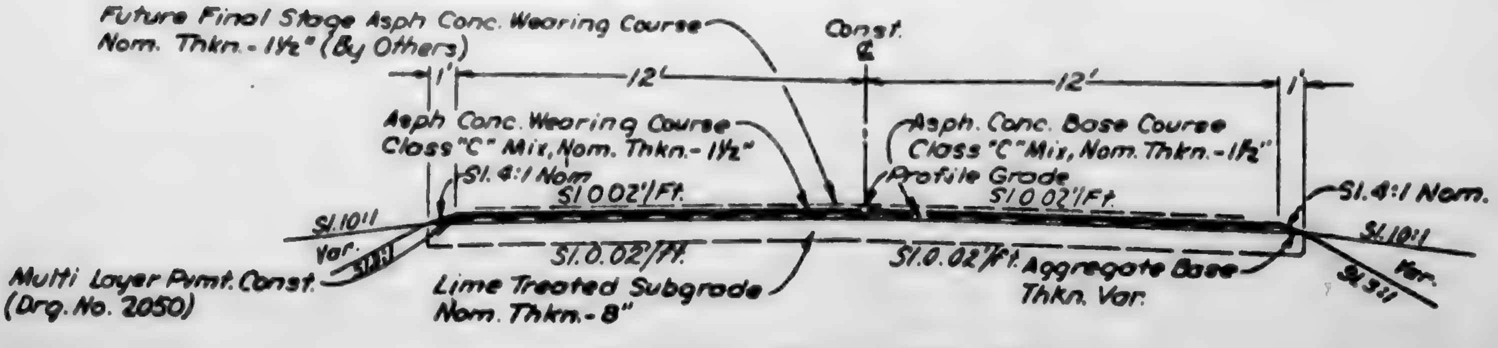
STA. 15+70 To STA. 17+15, Lt.



Edge Of Travel Lane
3'
10'
Sl 0.02'/Ft
Sl. 10:1 Nom
Sl. 10:1
Aggregate Base Thkn. Var.

STA. 10+10 To STA. 15+70, Lt.
17+25 To 19+20, Rt.

(For Surfacing Details Not Shown, See Section Below)



Future Final Stage Asph Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
Const. ℄
1'
12'
12'
1'
Asph Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn. - 1½"
Profile Grade
Sl. 4:1 Nom
Sl 0.02'/Ft.
Sl 0.02'/Ft.
Sl. 4:1 Nom.
Sl. 10:1
Var.
Sl. 3:1
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 10:1
Var.
Sl. 3:1
Multi Layer Pvmt. Const. (Drg. No. 2050)
Lime Treated Subgrade Nom. Thkn. - 8"
Aggregate Base Thkn. Var.

STA. 10+10 To STA. 19+20

| ETS |
|---|
| |
| ions & Summary |
| Direction Of Traffic |
| |

*Length Of Project 0.17 Mile*

| OREGON STATE HIGHWAY DIVISION<br>GRADING & PAVING<br>NORTH PLAINS (LENOX AVE.) SECTION<br>CITY STREET<br>WASHINGTON COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | DATE | TOTAL SHEETS |
| 10 | OREGON | STATE | June, 1976 | See Index |

*y Protection and Direction of Traffic*
*ment Construction*

*nstallation*

PRELIMINARY COPY
MAY 12 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

RECEIVED
COUNTY & CITY SECTION
MAY 24 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

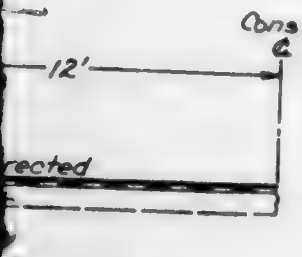
AS REVISED

## R Y

| UNIT | QUANTITY |
|---|---|
| | |
| All | All |
| Cu. Yd. | |
| Sq. Yd. | |
| Ton | |
| Sq. Yd. | |
| Lin. Ft. | |
| Each | 2 |
| Each | 9 |
| Lin. Ft. | 20 |
| | |

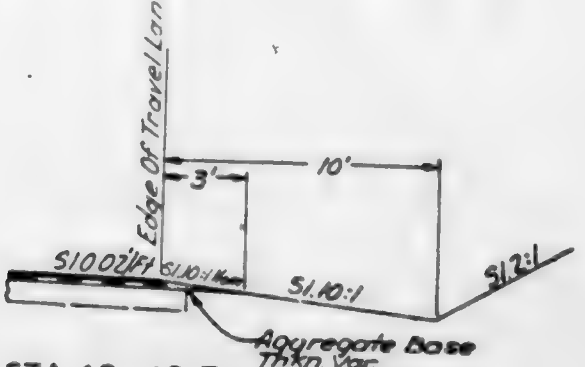
APPROVED
CITY OF North Plains
BY MAYOR Clyde E. Riley
BY RECORDER Mary F. Wyjsler
DATE 5/20/76

## ICAL SECTIONS



Const. ℄
12'
rected

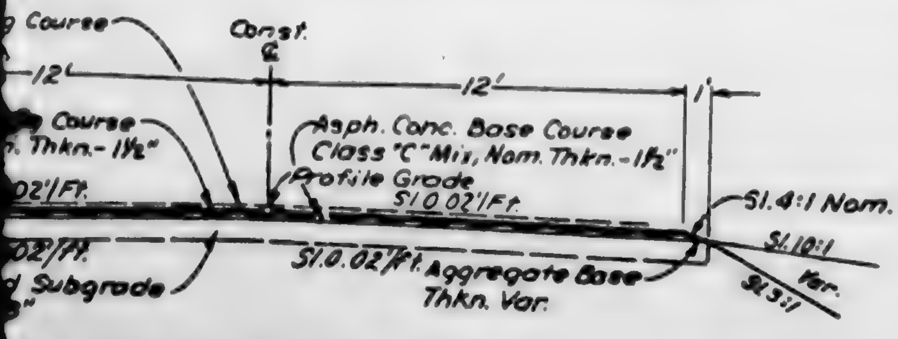
To STA. 17+15, Lt.



Edge Of Travel Lane
3'
10'
Sl 0.02'/Ft
Sl 10:1 Nom.
Sl 10:1
Sl 2:1
Aggregate Base Thkn. Var.

STA. 10+10 To STA. 15+70, Lt.
17+25 To 19+20, Rt.

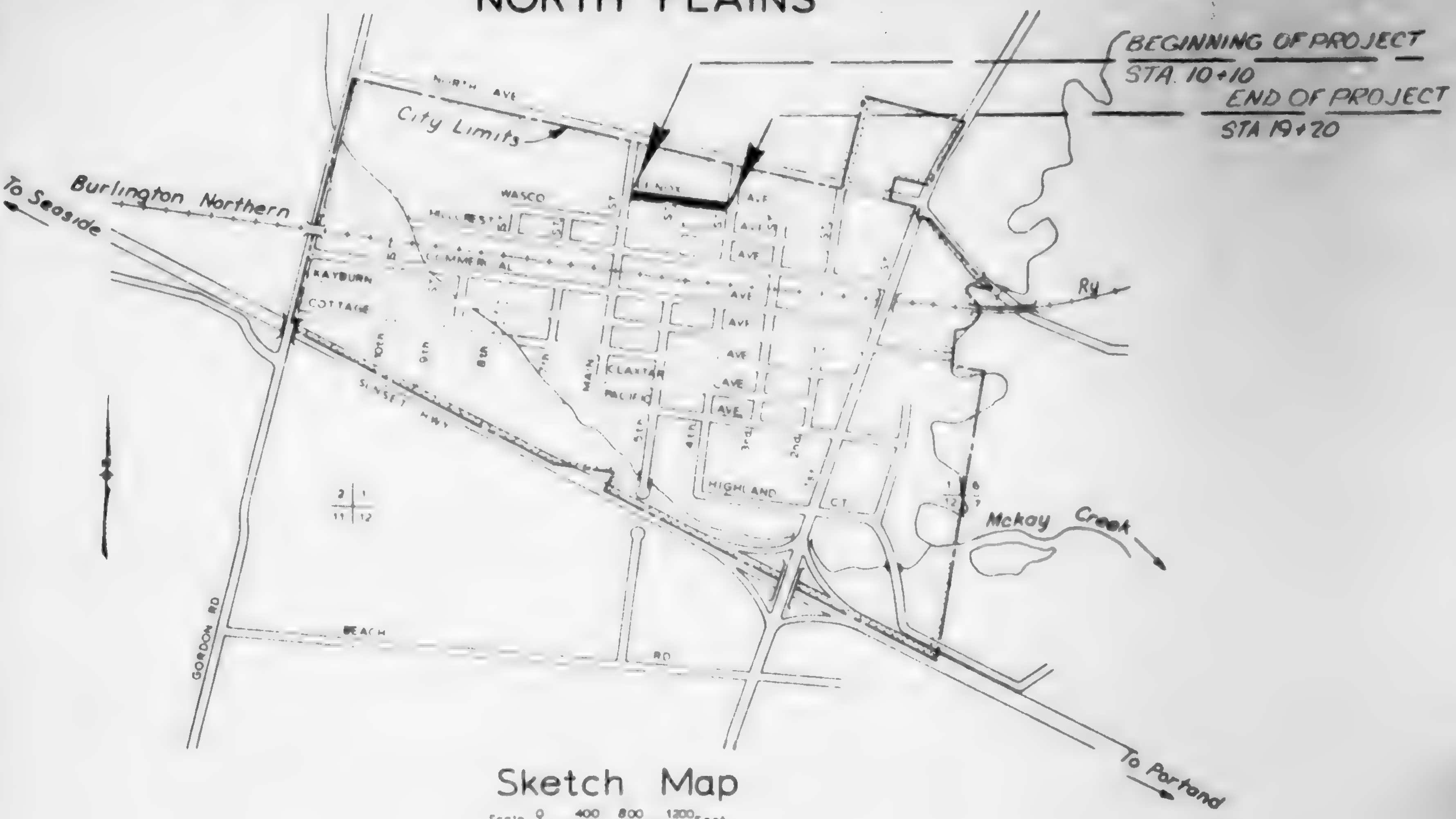
*For Surfacing Details Not Shown, See Section Below)*



g Course
Const. ℄
12'
12'
1'
Course
. Thkn.- 1½"
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn.- 1½"
Profile Grade
02'/Ft.
Sl 0.02'/Ft.
Sl 4:1 Nom.
02'/Ft.
Sl 0.02'/Ft.
Aggregate Base Thkn. Var.
Sl 10:1
Var.
Sl 3:1
d Subgrade

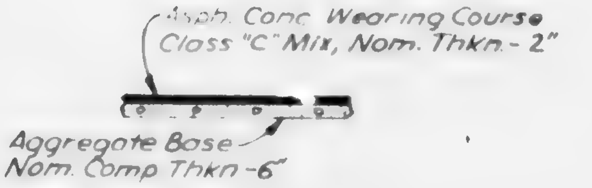
STA. 10+10 To STA. 19+20

## NORTH PLAINS

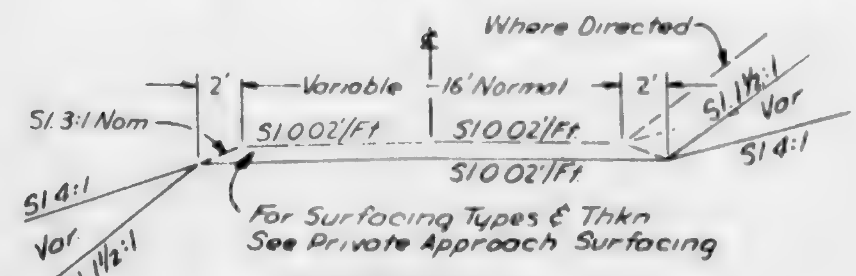

BEGINNING OF PROJECT
STA. 10+10
END OF PROJECT
STA 19+20
NORTH AVE
City Limits
Burlington Northern
To Seaside
WASCO
HILLCREST
COMMERCIAL
KAYBURN
COTTAGE
10TH
9TH
8TH
MAIN
CLAXTAR
PACIFIC
AVE
4TH
3rd
2nd
SUNSET HWY
HIGHLAND CT
Ry
Mckay Creek
GORDON RD
BEACH RD
To Portland

Sketch Map

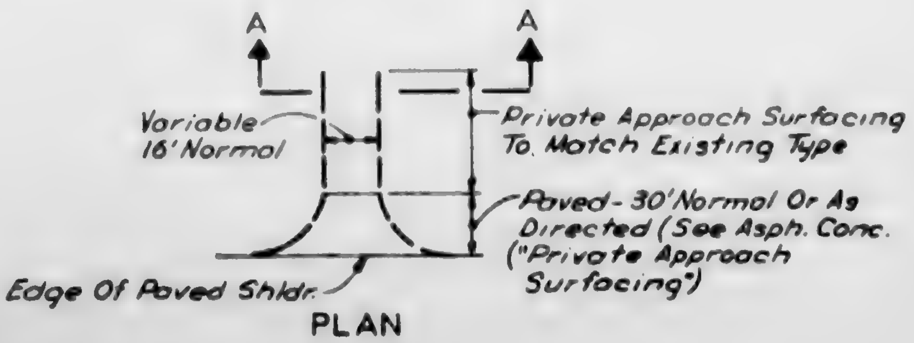
Scale 0 400 800 1200 Feet


Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. - 2"
Aggregate Base
Nom. Comp. Thkn. - 6"

ASPHALT CONC.
PRIVATE APPROACH SURFACING


Where Directed
2'
Variable
16' Normal
2'
Sl. 3:1 Nom.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn.
See Private Approach Surfacing

SECTION A-A


A
A
Variable
16' Normal
Private Approach Surfacing
To Match Existing Type
Paved - 30' Normal Or As
Directed (See Asph. Conc.
("Private Approach
Surfacing")
Edge Of Paved Shldr.

PLAN

APPROACH

Match Extg. Curb Or Cons
Drainage Curb (Where
Called For On Plans)
Drg. No. 2051

Future Final
Nom. Thkn. -

Multi Layer Pvmt. Co
(Drg. No. 2050)

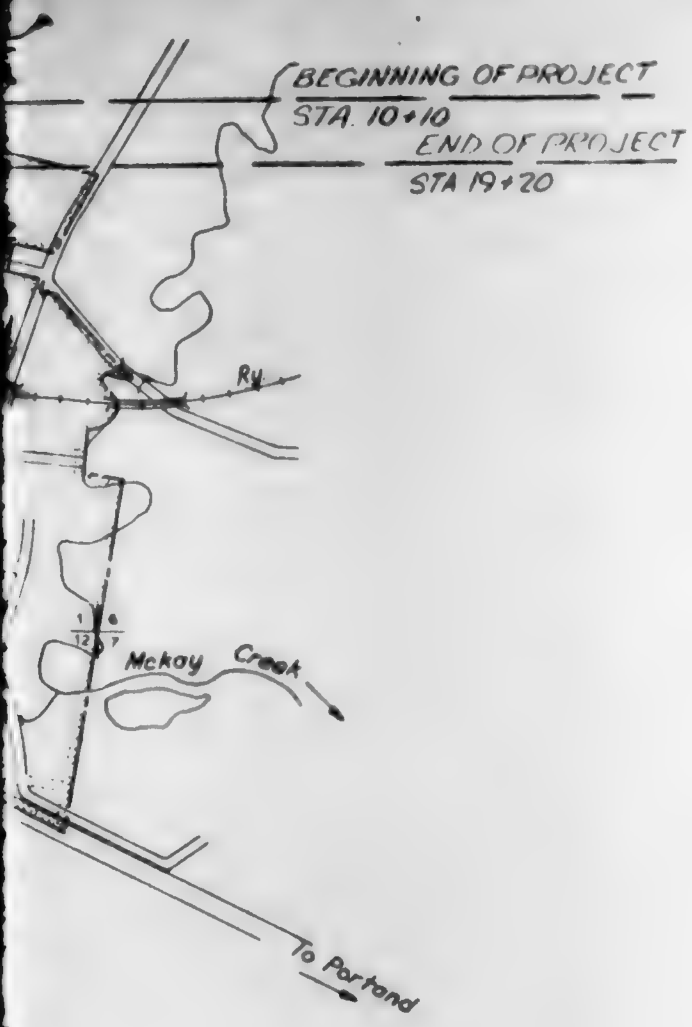
NORTH PLAINS
CITY
WASHING

| FED ROAD Div No | STATE |
|---|---|
| 10 | OREGO |

PRELIMINARY COPY

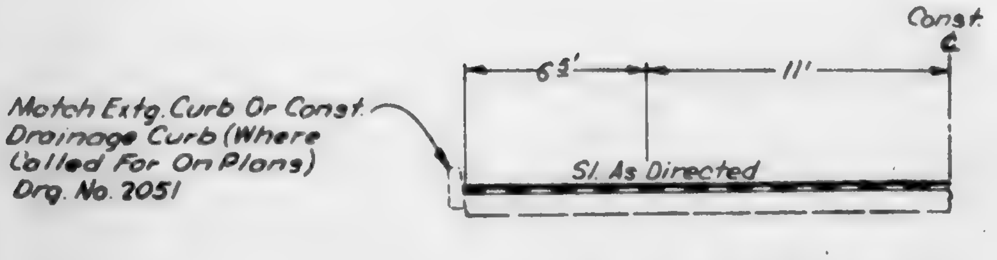
REC
COUNTY
MAY
☐ ENGR. ☐ COU
☐ UPE ☐ CE

APPROVED
CITY OF N
BY MAYOR
BY RECORDER
DATE May



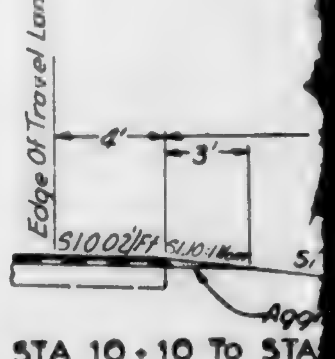
BEGINNING OF PROJECT
STA. 10+10
END OF PROJECT
STA 19+20
Ry
Mckay Creek
To Portland

PRELIMINARY COPY
SUBJECT TO CHANGE



Const. ℄
6.5'
11'
Match Extg. Curb Or Const. Drainage Curb (Where Called For On Plans) Drg. No. 2051
Sl. As Directed

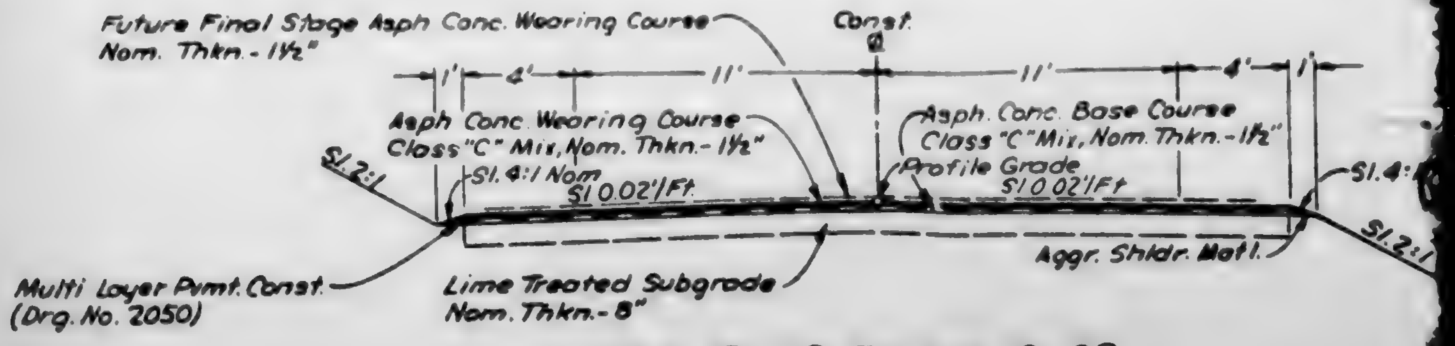
STA. 15 + 70 To STA. 17 + 15, Lt.



Edge Of Travel Lane
4'
3'
Sl 0.02'/Ft
Sl. 10:1 Nom
Sl
Aggr

STA. 10 + 10 To STA
17 + 25 To

(For Surfacing Details Not Shown, See Section Below)



Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 1½"
Const. ℄
1'
4'
11'
11'
4'
1'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn. - 1½"
Sl. 2:1
Sl. 4:1 Nom.
Sl 0.02'/Ft.
Profile Grade
Sl 0.02'/Ft
Sl. 4:
Sl. 2:1
Multi Layer Pvmt. Const. (Drg. No. 2050)
Lime Treated Subgrade Nom. Thkn. - 8"
Aggr. Shldr. Mat'l.

STA. 10 + 10 To STA. 19 + 20

5-

| NORTH PLAINS (LENOX AVE.) SECTION<br>CITY STREET<br>WASHINGTON COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

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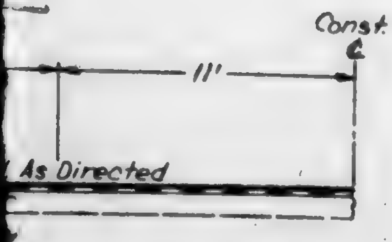
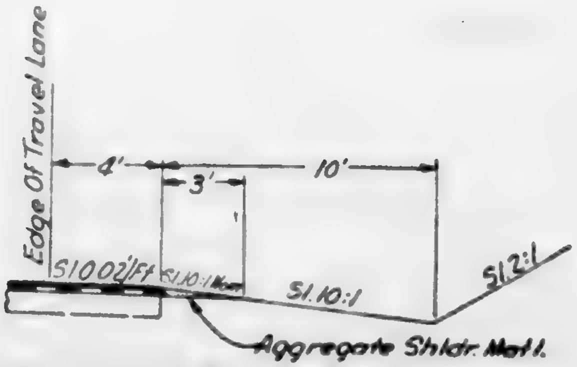
COUNTY & CITY SECTION
MAY 10 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**APPROVED**
**CITY OF** North Plains
**BY MAYOR** Clyde E. Riley
**BY RECORDER** Mary T. Wojahn
**DATE** May 3, 1976

PRELIMINARY COPY
SUBJECT TO CHANGE

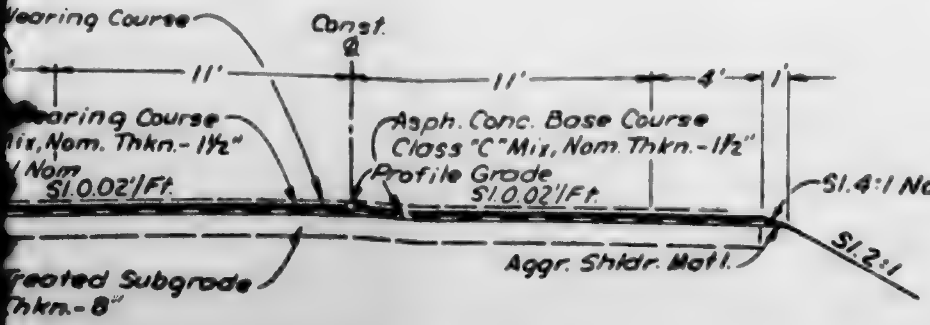

Const. ℄
11'
As Directed

70 To STA. 17+15, Lt.


Edge Of Travel Lane
4'
3'
10'
Sl.0.02'/Ft.
Sl.10:1 Nom.
Sl.10:1
Sl.2:1
Aggregate Shldr. Mat'l.

STA. 10+10 To STA. 15+70, Lt.
17+25 To 19+20, Rt.

(For Surfacing Details Not Shown, See Section Below)


Wearing Course
Const. ℄
11'
11'
4'
1'
Wearing Course
Mix, Nom. Thkn.-1½"
Nom
Sl.0.02'/Ft.
Asph. Conc. Base Course
Class "C" Mix, Nom. Thkn.-1½"
Profile Grade
Sl.0.02'/Ft.
Sl.4:1 Nom.
Sl.2:1
Aggr. Shldr. Mat'l.
Treated Subgrade
Thkn.-8"

STA. 10+10 To STA. 19+20

SCA-76
-N. Plains

April 27, 1976

Ms. Mary F. Wojahn
City Recorder
City of North Plains
City Hall
North Plains, Oregon 97133

Dear Ms. Wojahn:

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project on Lenox Avenue. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 30-foot wide street, as shown on these preliminary plans, is currently estimated to cost $24,200. The State's share would be $24,200.

Recommended changes you suggest should reach this office by May 10, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for Richard Unrein
Urban Engineer

FFH:sch

Enclosure

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8317

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Lenox Ave. (Main St.-4th St.)
Highway: City of North Plains
County: Washington
Prefix: 334-1414
Res. Engr: J. W. Cochell

Date April 2, 1976
Traffic Coefficient 5.0
18 kip s.a. per day 2.0
R value 6
Frost Penetration - - -
CBE Total Requirement 16.5"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Application) | 3.0" |
| 3.0" | A.C. (Immediate) | 6.0" |
| 8.0" | L.T.S. (Existing Materials) | 8.0" |
| 12.5" | | 17.0" |

NOTED
E. S. HUNTER

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

SCA

Salem
March 12, 1976

for Richard Unrein
Urban Engineer

1976 SCA Project
North Plains (Lenox Ave.)

Mr. Frank E. Terpin
Location Engineer
BUILDING

Attn: P. L. Carstensen

The survey data on the subject project has been reviewed and found to be ~~same~~ changed from the original request by the city, however, as the city asked for the change to be made, eliminating Commercial Street from the improvement, we would concur with their request and only place Lenox Avenue on the schedule for construction.

FFH:dp

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

**CITY OF NORTH PLAINS**
RECORDER'S OFFICE
NORTH PLAINS, OREGON

February 17, 1976

Oregon State Highway Department
c/O James W. Cochell, Res. Eng.
P.O. Box 25087
Portland, Oregon 97225

Gentlemen:

This is to inform you that the city council of the City of North Plains passed the following motion at their meeting of February 16, 1976.

"Motion by Mr. Vanderzanden, seconded by Mr. Kent, to elimate improvement of Commercial Avenue and use state grant money solely for improvement of Lenox Avenue with all work to be done by state. Motion carried."

Yours very truly,

Mary F Wojahn

Mary F. Wojahn
Recorder

RECEIVED
FEB 19 1976

RE ARE OE

# NARRATIVE REPORT

Lenox Avenue & Commercial Avenue
North Plains City Streets
Washington County

## Purpose of Survey

This is a project to be financed by Special City Allotment Fund and necessary city funds. A sum of $25,000.00 of Special City Allotment Funds has been set up for this project, With the city indicating that they do not have any funding available. This project was initially set up for a 22-ft pavement overlay with gravel shoulders on two seperate streets within the city limits of North Plains in Washington County.

The limits of the two streets are, Commercial Avenue from 5th street to 1st street a lenght of 0.35 miles and Lenox Avenue from Main Street to 4th Street a lenght of 0.17 miles, with a combined total lenght of 0.52 miles. After an investigation was made in the field of Lenox Avenue it was noted that the average existing oil mat (very deteriorated) width is about 14' ± which seems too narrow to be practical to just overlay. Also under the present conditions there never was any provision for surface water drainage. To be more desirable a minimum pavement width of 22-ft was used as well as a provision for drainage, which would require grading on either side.

A sperate estimate was worked up for each street for cost prurpose. Commercial Avenue was worked up consisting of a 1½" overlay 22-ft in total width with 6-ft rock shoulders at an estimated cost of $12,200.00. Lenox Avenue was worked up including overlay, grading and drainage at a cost of $24,200.00.

The city of North Plains at their city council meeting of February 16, 1976 passed a motion to eliminate improvement of Commercial Avenue at this time and use the allotment money solely for the improvement of Lenox Avenue (see letter attached).

## Alignment

A centerline was established from existing 5/8" I.P./Alum. Cap found at the intersections of Lenox Avenue with Main and 5th Streets.

## Typical Section

The existing surfacing consists of an average width of 14' ± of deteriorated oil mat. Due to the limited amount of money available for improvements no grade line was calculated. A 2-inch overlay was used over existing pavement plus widening for 11-ft travel lanes with 4-ft rock shoulders and the rock slope forming the ditch.

## Clearing & Grubbing

The only significant clearing would be three 12" walnut trees and one 36" maple tree which fall at the cut slope catch, all of which are within the right of way.

## Earthwork

Grading will be required on either side of existing roadway. There is approximately 650 cu. yds. of excavation all of which will be excess and need to be disposed of.

## Drainage

At present the only drainage of any kind is a 12-inch crosspipe under Lenox Avenue at Sta. 10+25. This pipe would be extended, as well as installing a 12-inch crosspipe at Sta. 19+10. 10-inch pipe would be installed in open ditches at driveway locations, which is the minimum required size by the city. Driveway pipe would not be necessary for driveways left Sta. 16+86 & 17+10 since they are located on the top of vertical and water would flow in either direction.

## Right Of Way

All work will be within the existing right of way.

## Utilities

1. City of North Plains Water
   Only service connections could be in conflict.

2. Northwest Natural Gas Co.
   Only service connections could be in conflict.

3. Bell Telephone Co.
   Their service is underground and could possibly be in conflict.

4. Portland General Electric Co.
   Shouldn't be any involvement.

## Material Sources

Commercial sources are available in the Portland and surrounding area.

## Specifications

No seperate payment for pipe under pavement for 12-inch crosspipe at sta. 19+10 would be made.
Driveway approaches would not be paved.
No seeding and mulching would be required.
Standard specifications shall apply for the remaining project.

REGON STATE HIGHWAY DEPARTM T

# LOCATING ENGINEER'S STATEMENT

**Submit 2 Copies With Estimate**

Prefix 334-1414 Highway Lenox Ave. / Commercial Ave. Section Main St. to 4th St. / 5th to 1st St.

Highway Class City Streets Date 3-3-76

Yes No N/A*

1. Are the following being submitted?
    - ☒ ☐ ☐ a. Detail Map (Hard Copy).
    - ☐ ☒ ☐ b. Small Scale Ownership Map.
    - ☐ ☐ ☒ c. Abandonment Map.
    - ☐ ☐ ☒ d. Vicinity Maps (PUC and Structures).
    - ☐ ☐ ☒ e. RR Encroachment Maps and Cross Sections.
    - ☐ ☐ ☒ f. Interchange Layout Sheets.
    - ☒ ☐ ☐ g. Location Profile.
    - ☒ ☐ ☐ h. Located Line Cross Sections.
    - ☐ ☒ ☐ i. Mass Diagram.
    - ☒ ☐ ☐ j. Earthwork and Other Calculations to Support Estimate.
    - ☒ ☐ ☐ k. Field Notes.
    - ☐ ☒ ☐ l. Coordinate Sheets.
    - ☐ ☒ ☐ m. Clearing and Grubbing Chart.
    - ☐ ☒ ☐ n. Report on Bench Mark Recoveries (Form E-369)
        - ☐ ☒ ☐ (1) Description of Bench Mark (Form E-185).
        - ☐ ☒ ☐ (2) Report on Condition of Bench Mark (Form E-186).
    - ☐ ☒ ☐ o. Photostats of Deeds and Legal Instruments covering Ownerships.
    - ☐ ☒ ☐ p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
    - ☐ ☒ ☐ q. Property Appraisal and justifications for alternate facilities.
    - ☐ ☒ ☐ r. Preliminary Soils and Material Report.
    - ☐ ☒ ☐ s. Statement of Source of Materials and Stockpile Site (Form E-368).
    - ☐ ☒ ☐ t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
    - ☐ ☒ ☐ u. Estimate for Movement of Utilities.
    - ☒ ☐ ☐ v. Quantity Summary.
    - ☒ ☐ ☐ w. Cost Estimate.
    - ☒ ☐ ☐ x. Narrative Report of Survey.
2. ☐ ☐ ☐ Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
3. ☐ ☐ ☒ Have all required temporary easements been designated as to area, type and duration?
4. ☐ ☒ ☐ Have you taken into consideration the mechanics and properties of the various types of soil encountered?
5. ☐ ☒ ☐ Have samples of the surfacing materials been submitted for test by the Salem laboratory?
6. ☐ ☐ ☒ Have you investigated drift conditions (snow and sand)?
7. ☐ ☒ ☐ Are there slide conditions apparent?
8. ☐ ☒ ☐ Have you been over this project with a Soils representative?
9. ☐ ☒ ☐ Have you been over this project with a R/W representative?
10. Has a typical section of the following been platted on the location profile?
    - ☒ ☐ ☐ a. Roadbed Grading, with Surfacing.
    - ☐ ☒ ☐ b. Retaining Walls.
    - ☐ ☒ ☐ c. Slope Benching.
    - ☐ ☒ ☐ d. Hand Placed Slopes.
    - ☐ ☒ ☐ e. Rip Rap Work.
    - ☐ ☒ ☐ f. Irrigation Ditches.
    - ☐ ☒ ☐ g. Special Drainage Ditches.
    - ☐ ☒ ☐ h. Channel Changes.
    - ☐ ☒ ☐ i. Flumes.
    - ☐ ☒ ☐ j. Sidewalks, Curbs and Gutters.
    - ☐ ☒ ☐ k. Tunnel (Drainage).
11. ☐ ☒ ☐ Is relocation of a scale site necessary?
12. ☐ ☒ ☐ Does this project involve construction of a frontage road?
13. ☐ ☒ ☐ Will there be unusual difficulty in handling traffic during construction?
14. ☒ ☐ ☐ Have all important alignment points been referenced?
15. ☒ ☐ ☐ Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature J. M. Corkell
Locating Engineer

Address P.O. Box 25087, Portland

Form E-40

**OREGON STATE HIGHWAY**
**DIVISION**

**TABULATION SHEET**

**SHEET** ........ **OF** ........ **SHEETS**

Lenox Ave.
North Plains City Street
Prefix: 334-1414 Washington County Feb. 1976

Summary & Cost Estimate 0.17 Mile

| Item | Unit | Quantity | Unit Price | Amount |
|---|---|---|---|---|
| Temp. Prot. & Direction of Traffic | All | All | Lump Sum | $500^{00}$ |
| Temporary Signing | Sq. Ft. | 32 | $9^{50}$ | $304^{00}$ |
| Flagging | Hrs. | 40 | $14^{50}$ | $580^{00}$ |
| Clearing & Grubbing | All | All | Lump Sum | $500^{00}$ |
| General Excavation | C.Y. | 650 | $4^{00}$ | $2,600^{00}$ |
| Trench Excavation | C.Y. | 13 | $8^{00}$ | $104^{00}$ |
| Finishing Roadbed & Slopes | All | All | Lump Sum | $400^{00}$ |
| Watering | M-Gals | 10 | $10^{00}$ | $100^{00}$ |
| 1"-0 Aggregate Base | C.Y. | 940 | $8^{00}$ | $7,520^{00}$ |
| Class "C" Asph. Conc. Mixture (Including Asph. Cement) | Tons | 260 | $22^{00}$ | $5,720^{00}$ |
| Asphalt in Tack Coat | Tons | 0.5 | $175^{00}$ | $87^{50}$ |
| 10-inch Culvert Pipe | Lin. Ft. | 188 | $7^{00}$ | $1,316^{00}$ |
| 12-inch Culvert Pipe | Lin. Ft. | 42 | $9^{00}$ | $378^{00}$ |
| | Bid | Items | = | $20,109.50 |
| 20% | Engr. & Contingencies | | = | 4,090.50 |
| | | TOTAL | = | $24,200.00 |

SP*52586-734

Form E-60

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .......... OF .......... SHEETS

Commercial Ave.
North Plains City St.
Washington County

Prefix: 334-1414

Feb. 1976

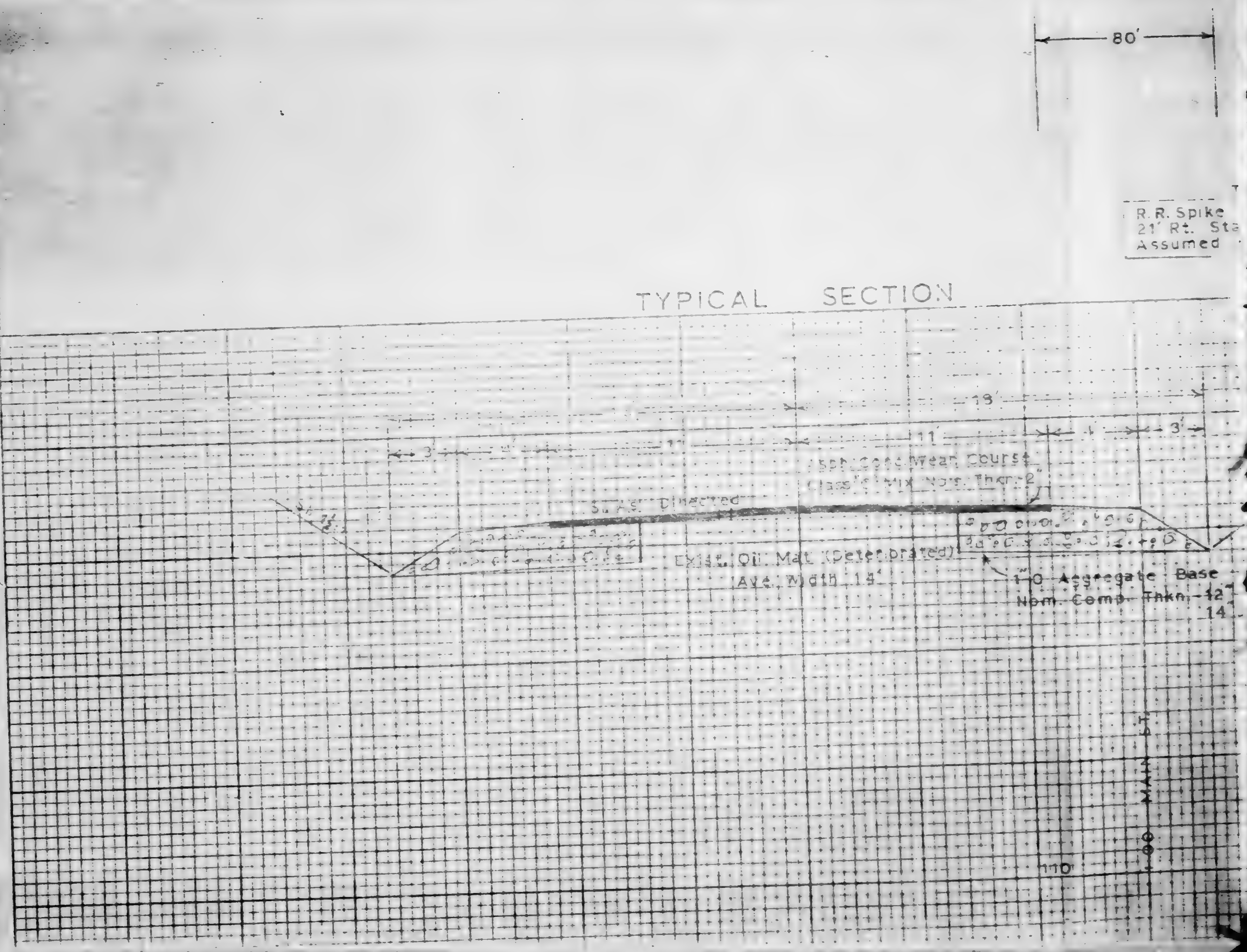
Summary & Cost Estimate

0.35 Mile

| Item | Unit | Quantity | Unit Price | Amount |
|---|---|---|---|---|
| Temporary Signing | Sq. Ft. | 32 | $9^{50}$ | $304^{00}$ |
| Flagging | Hrs. | 16 | $14^{50}$ | $232^{00}$ |
| 1"-0 Aggregate Base | C.Y. | 130 | $8^{00}$ | $1,040^{00}$ |
| Class "C" Asph. Conc. Mixture<br>(Including Asph. Cement) | Tons | 380 | $22^{00}$ | $8,360^{00}$ |
| Asphalt in Tack Coat | Tons | 1 | $175^{00}$ | $175^{00}$ |
| | | Bid Items | = | \$ $10,111^{00}$ |
| | 20% | Engr. & Cont. | = | $2,089^{00}$ |
| | | Total | = | \$ $12,200^{00}$ |

SP*52586-734

# TYPICAL SECTION

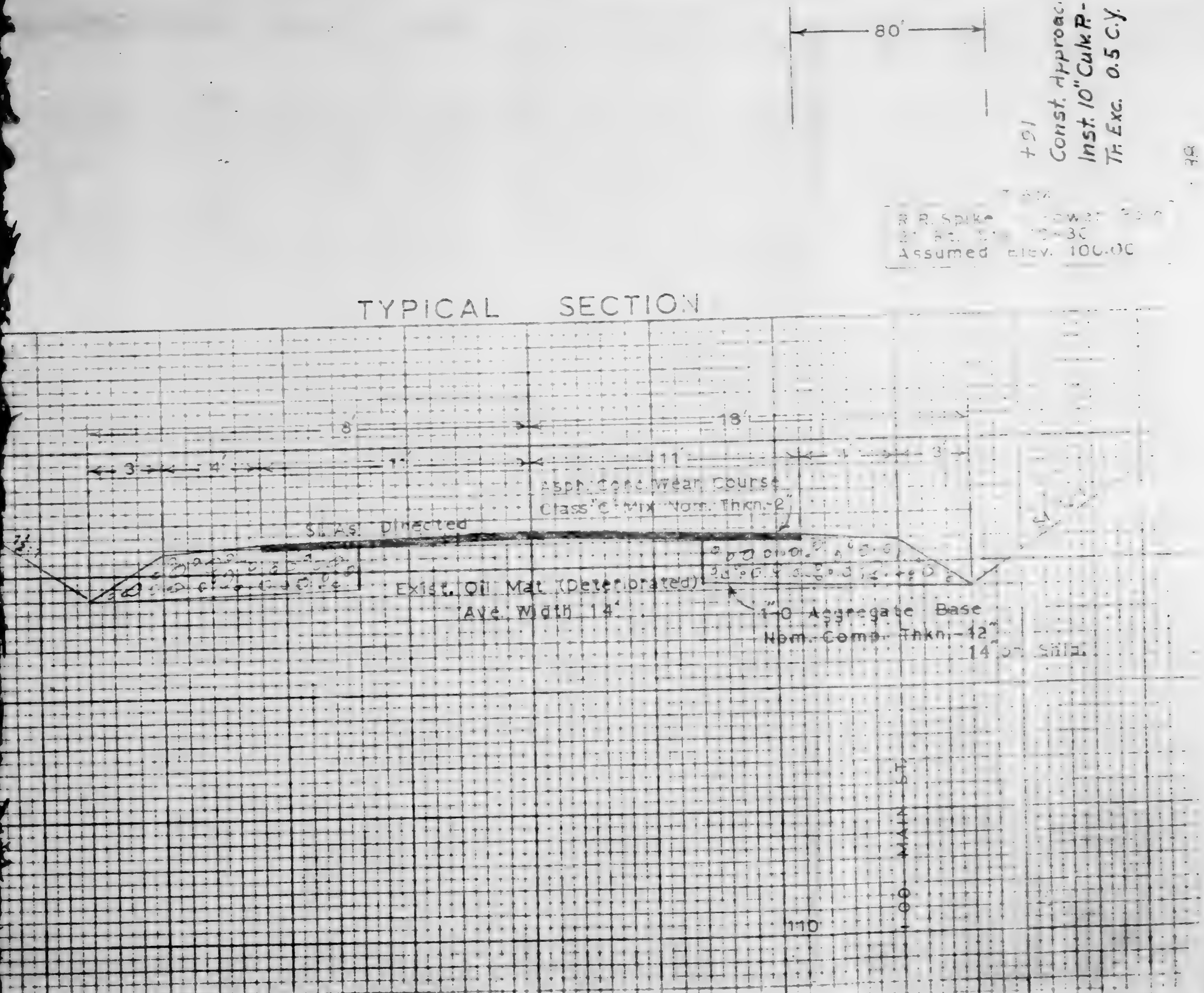

80'
R.R. Spike
21' Rt. Sta
Assumed
18'
11'
11'
3'
4'
3'
4'
Asph. Conc. Wear Course
Class "B" Mix Nom. Thkn. 2"
S. C. As Directed
Exist. Oil Mat (Deteriorated)
Ave. Width 14'
1'-0 Aggregate Base
Nom. Comp. Thkn. 12"
14"
110
MAIN

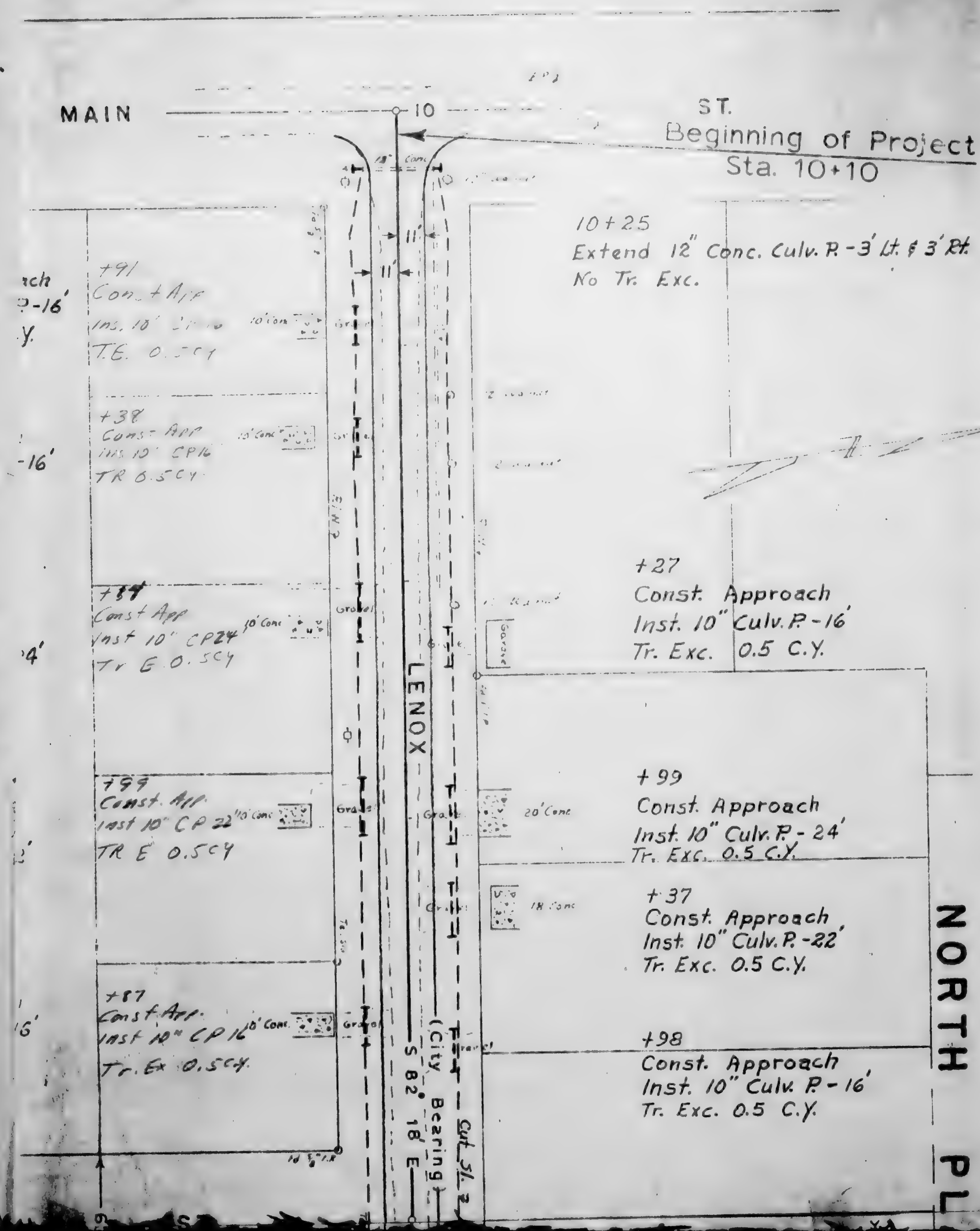
SU
NO
NO
DATE
BY
CHECKED

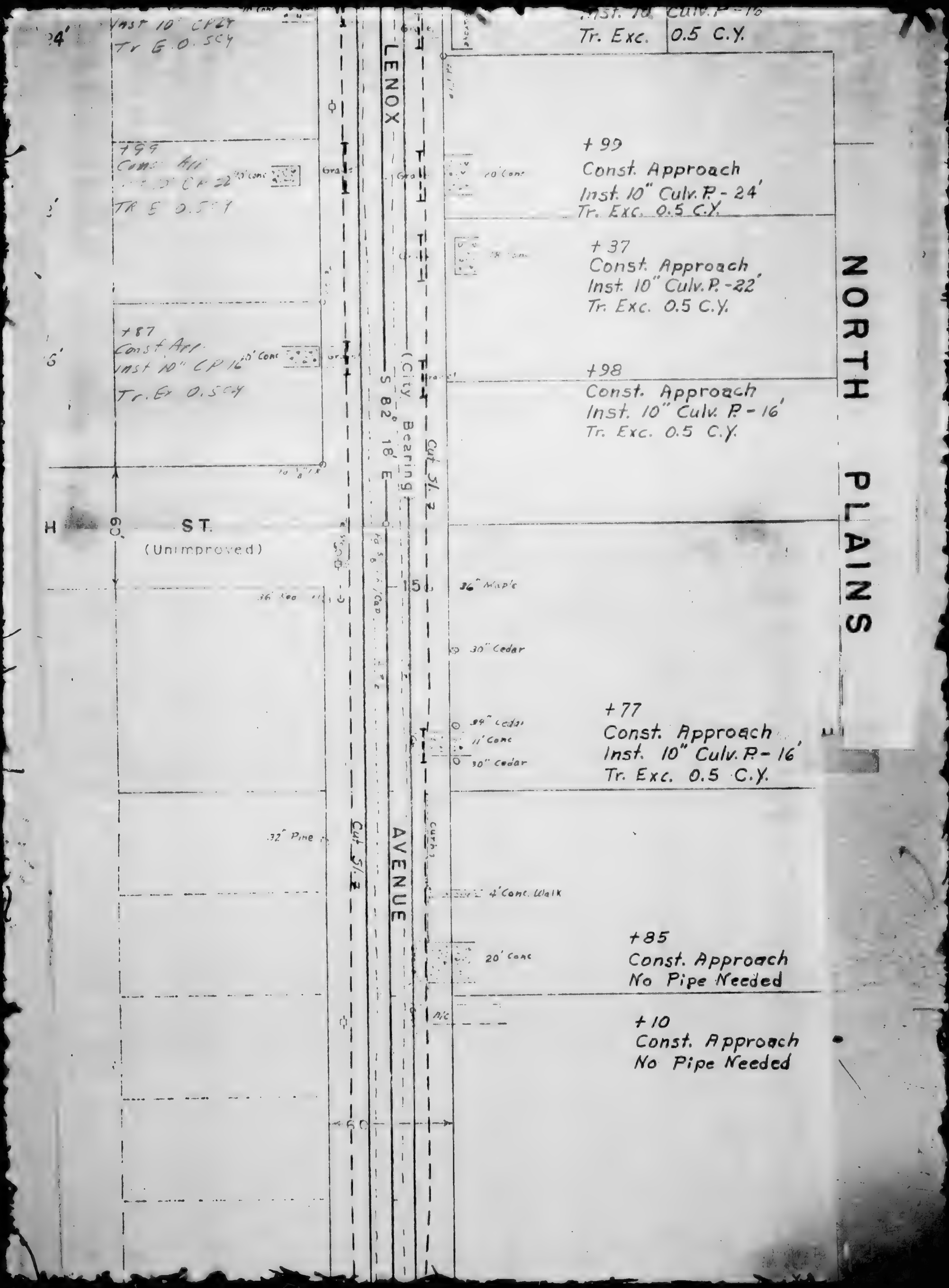
+91
Const. Approac.
Inst. 10" Culv. P.-
Tr. Exc. 0.5 C.Y.

R.R. Spike in Power Pole
Sta. 16+30
Assumed elev. 100.00

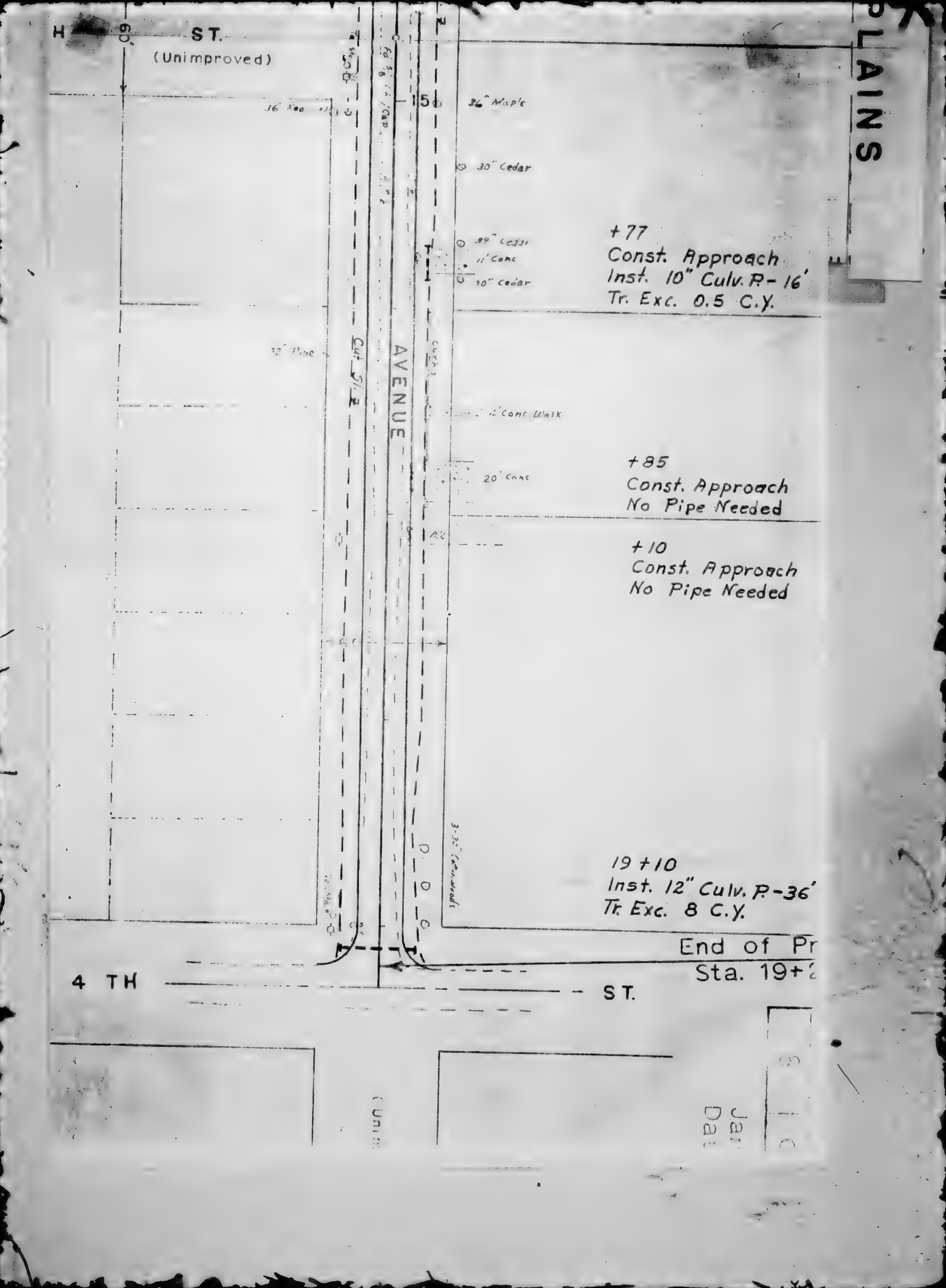
# TYPICAL SECTION


80'
8'
18'
3'
4'
11'
11'
1'
3'
Asph. Conc. Wear. Course
Class "C" Mix Nom. Thkn. 2"
S.L. As Directed
Exist. Oil Mat (Deteriorated)
Ave. Width 14'
1" O Aggregate Base
Nom. Comp. Thkn. 12"
14" on Shld.
MAIN
00
110


MAIN
10
ST.
Beginning of Project
Sta. 10+10
10+25
Extend 12" Conc. Culv. P. -3' Lt. & 3' Rt.
No Tr. Exc.
11'
11'
ach
P-16'
Y.
+91
Const App
Ins. 10" CP 16
T.E. 0.5 CY
10' Conc
+38
Const App
Ins. 10" CP16
TR 0.5 CY
-16'
+34
Const App
Inst 10" CP24
Tr E 0.5 CY
10' Conc
4'
+27
Const. Approach
Inst. 10" Culv. P. -16'
Tr. Exc. 0.5 C.Y.
Garage
LENOX
+99
Const. App.
Inst 10" CP 22
TR E 0.5 CY
10' Conc
Gravel
20' Conc
+99
Const. Approach
Inst. 10" Culv. P. - 24'
Tr. Exc. 0.5 C.Y.
18' Conc
+37
Const. Approach
Inst. 10" Culv. P. -22'
Tr. Exc. 0.5 C.Y.
NORTH PL
+87
Const App.
Inst 10" CP 16
Tr. Ex 0.5 CY.
10' Conc.
Gravel
16'
+98
Const. Approach
Inst. 10" Culv. P. - 16'
Tr. Exc. 0.5 C.Y.
S 82° 18' E
(City Bearing)
Cut 3.1
ST



Inst. 10" Culv. P.-16
Tr. Exc. 0.5 C.Y.
24'
Inst 10" CP 24
Tr E.O. 5CY
+99
Cons Ap
10" CP-22
TR E 0.5CY
20' Conc
Grade
+87
Const Ap
Inst 10" CP 16
Tr. Ex 0.5CY
20' Conc
LENOX
(City Bearing)
S 82° 18' E
Cut 5/2
+99
Const. Approach
Inst. 10" Culv. P.-24'
Tr. Exc. 0.5 C.Y.
20' Conc
+37
Const. Approach
Inst. 10" Culv. P.-22'
Tr. Exc. 0.5 C.Y.
+98
Const. Approach
Inst. 10" Culv. P.-16'
Tr. Exc. 0.5 C.Y.
NORTH PLAINS
H
60'
ST.
(Unimproved)
15
36" Maple
30" Cedar
34" Cedar
11' Conc
30" Cedar
+77
Const. Approach
Inst. 10" Culv. P.-16'
Tr. Exc. 0.5 C.Y.
32" Pine
Cut 5/2
AVENUE
Curb
4' Conc. Walk
20' Conc
+85
Const. Approach
No Pipe Needed
+10
Const. Approach
No Pipe Needed
60


H 9 ST.
(Unimproved)
PLAINS
15
36" Maple
30" Cedar
24" Cedar
11" Conc
30" Cedar
+77
Const. Approach
Inst. 10" Culv. P.- 16'
Tr. Exc. 0.5 C.Y.
Cut 5'/2
AVENUE
Conc Walk
20" Conc
+85
Const. Approach
No Pipe Needed
+10
Const. Approach
No Pipe Needed
19+10
Inst. 12" Culv. P.-36'
Tr. Exc. 8 C.Y.
End of Pr
Sta. 19+2
4 TH ST.
(Uni
Ja
Da

N Plains
SCA 76

Form E-39

REGON STATE HIGHWAY DEPARTMEN

# AUTHORITY FOR SURVEY

Section North Plains (Lennox & Commercial Sts.)
Date 1/7 1976
Highway City Streets (North Plains)
Authorization No. 1
County Washington
Survey Prefix 334-1414 (Assigned by Salem office)

Description of termini, route, length, etc.:

Project on Lenox Avenue would run from Main Street to Fourth Street. Project on Commercial Avenue would run from Fifth Street to First Street). Both projects are city streets within the City of North Plains, with combined length of approximately 0.51 miles.

RECEIVED
COUNTY & CITY SECTION
JAN 2 0 1976
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Purpose of survey:

To provide data to prepare plans and estimate for asphalt pavement overlay on Commercial Avenue and to overlay and widen existing Lenox Avenue.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 1,500 |
| Plans | 905 | 1,000 |
| Soils | 900 | 500 |
| Utilities | 914 | 100 |
| Proj. Mgt | 920 | 100 |
| Specifications | 921 | 300 |

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 3,500 |
| Previous authorization | 0 |
| Additional authorization requested | 0 |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by: Field Engineer

Recommended for Approval: Victor D. Wolfe
Location ~~Construction~~ Engineer

Recommended for Approval: Division Engineer

Approved: Ass't State Highway Engineer

State Printing

SCA

[illegible] 18

November 3, 1975

City of North Plains
City Hall
North Plains, OR 97133

Attention: Mary F. Wajahr
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5490

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Lenox Avenue between Main and Fourth Streets and Commercial Avenue between Fifth and First Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

September 24, 1975

Ms. Karen S. McConaughey
City Recorder
City of North Plains
P. O. Box 616
North Plains, Oregon 97138

Dear Ms. McConaughey:

Your proposed project on Lenox Avenue, from Main to Fourth Streets and Commercial Avenue, from First to Fifth Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $16,921, with the State contributing $16,921.

Very truly yours,

D.N. Harwell
D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7-30-75

[illegible] [illegible] [illegible] St.

Operation of [illegible] plant was [illegible] [illegible] [illegible] discontinued [illegible] account [illegible].

[illegible] of plant [illegible] now [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

[illegible] [illegible] [illegible] [illegible] to the [illegible] of [illegible].

[illegible]

## SPECIAL CITY ALLOTMENT FUND
## INVESTIGATION DATA

City: [illegible] Date [illegible] Div. 1
Population: 19[illegible]: [illegible] 19[illegible]: [illegible]
Street: [illegible]

No. of Previous Projects 2
Last Project [illegible]9 (Year)
Total SCA Funds $ 43,170
Funds/Capita $ [illegible]
Average/Capita $ 36.99

EXISTING

Surface Now in Place: A. C. ____ Oil ✓ Gravel ____ Concrete ____
Surface Width: [illegible] Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 60 Ft.
Remarks: ____

PROPOSED

Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: [illegible] Ft. Shoulder Width: ____ Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 1 1/2 in. Leveling: ____ in. Base: ____ in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.52 Mile, 2750 Ft. Type Curb: ____
Remarks: ____

ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ | $ | $ |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | | | |
| GENERAL EXCAVATION | LUMP SUM | | | |
| 1''-0 AGGR. BASE ~~8''~~ DEEP 1 1/2 | SQ. YD. | 4030 | .45 | 1815.50 |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| ~~CEMENT~~ IN ~~TREATMENT~~ Tack | TON | 2 | 175.00 | 350.- |
| CLASS "C" AC ~~3''~~ DEEP 1 1/2" overlay | SQ. YD. | 7460 | 1.60 | 11,936.- |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. ~~FT.~~ [illegible] | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | | | |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| ____ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |
| | | | TOTAL | $14,101.- |
| Permanent Signing ($100 per Intersection) | | | | |
| Flagging | | | | |
| | | | TOTAL | $14,101.- |
| Engineering and Contingencies (20%) | | | | 2,819.- |
| | | | TOTAL | $16,921 |
| City's Estimated Share of Survey | | | | $ |
| | | | TOTAL ESTIMATED COST | $16,921 |

*Items include 10% allowance.

7-30-75

N. Pav[illegible] - [illegible]
[illegible] [illegible] 0.17 = 898 (2750)

[illegible]

$\frac{1850 \times 22}{9}$ [illegible] = [illegible] x1.10 = 6734

$\frac{[illegible] + [illegible] \times 10}{9}$ = 656 x1.10 = 721

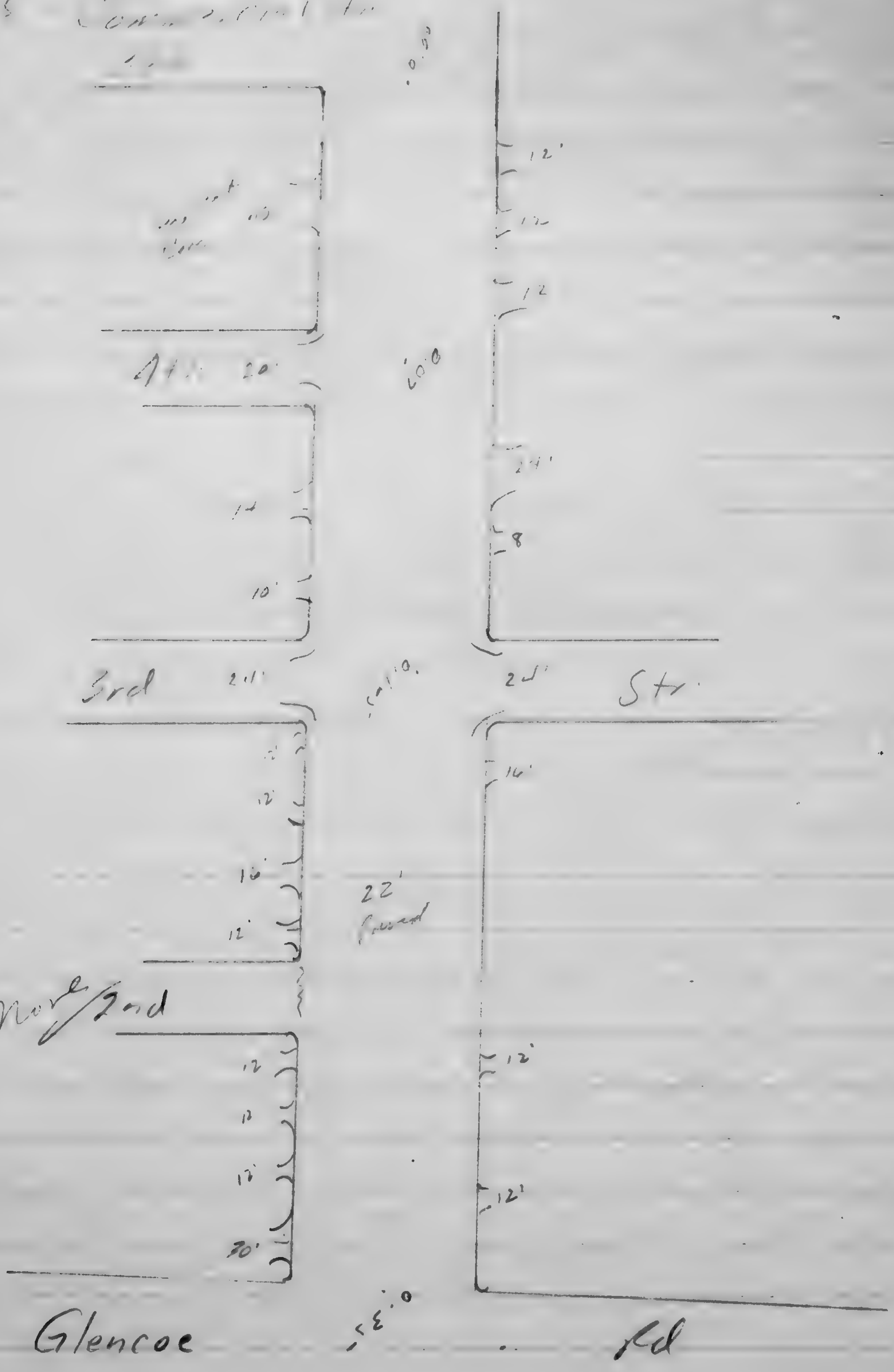
7,455 sqyd

Tack - $\frac{(1750 \times 12) + (900 \times [illegible])}{9}$ XB00142 = 0.87 x 1.10 1 ton.

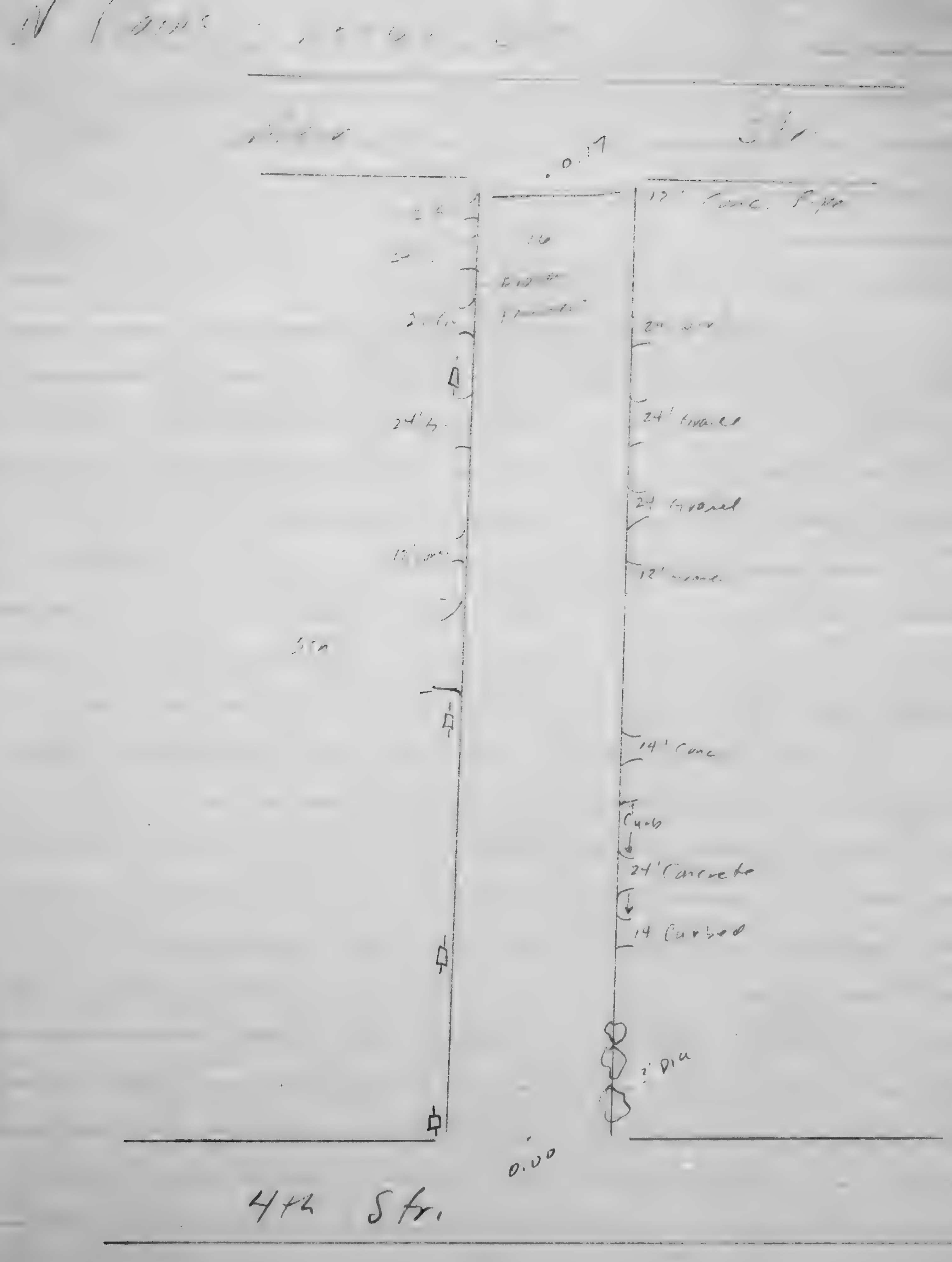
Shoulder - $\frac{(1750 + 900) \times 12}{9}$ = 3660 x1.10 = 4030 sqyd

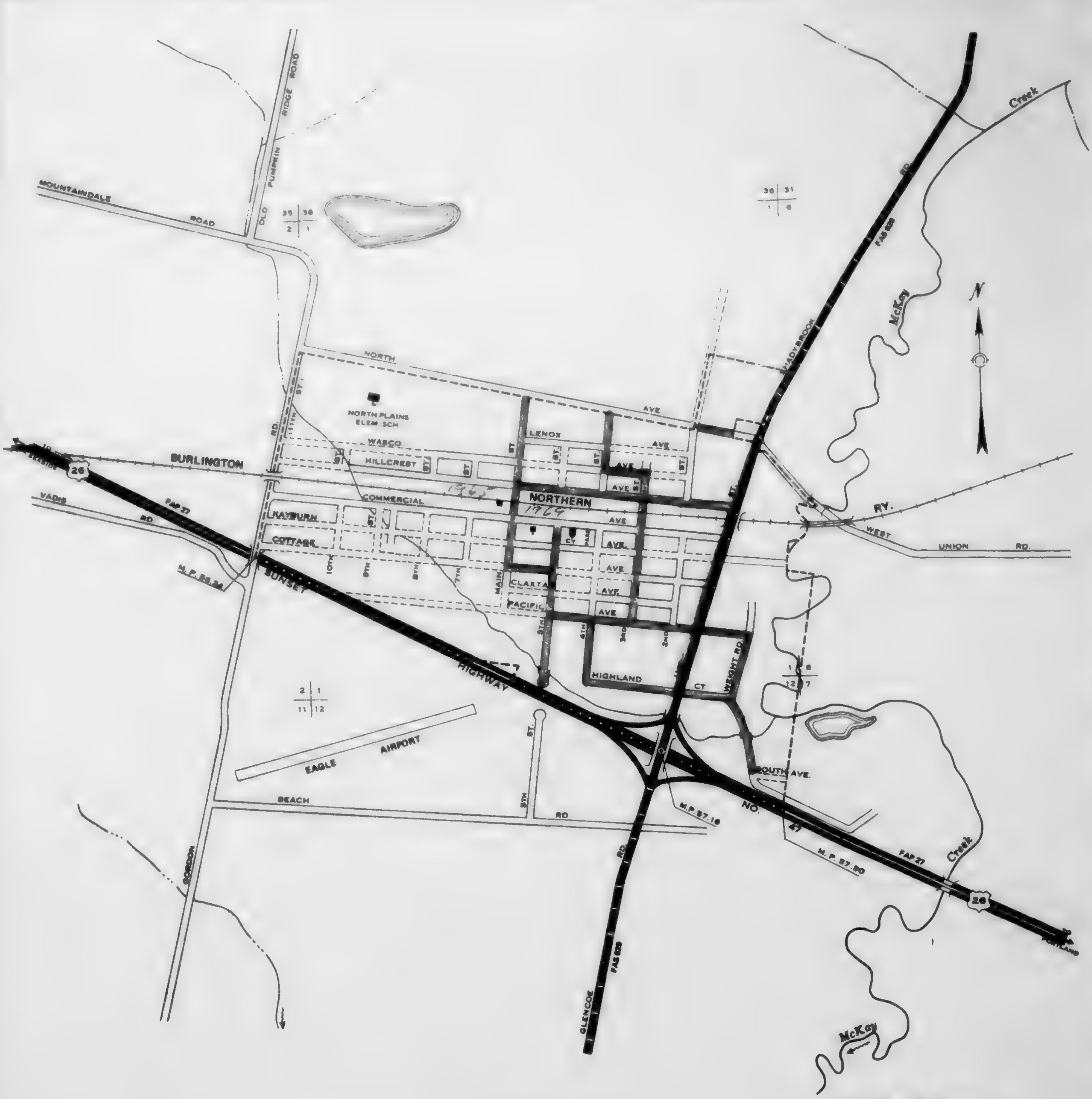
7-30-75

N. Cains - Commercial [illegible]



4th
60.0
12'
12
12
4th 20'
60.0
24'
8
14
10'
3rd
24'
60.0
24'
St.
16'
12'
10'
12'
22' Paved
North 2nd
12
12
12'
12'
30'
12'
Glencoe
53.0
Rd


0.17
12' Conc. Pipe
16
24' Gr.
24' G.
24' Gravel
24' Gravel
12' Conc.
14' Conc
Curb
24' Concrete
14 Curbed
2' Dia
0.00
4th Str.



OLD PUMPKIN RIDGE ROAD
MOUNTAINDALE ROAD
35 36
2 1
36 31
1 6
N
Creek
McKay
SHADYBROOK RD.
FAS 828
NORTH AVE
NORTH PLAINS ELEM SCH
11TH ST.
RD
LENOX AVE
WASCO
HILLCREST
ST
AVE
BURLINGTON
NORTHERN
RY.
26
FAP 27
VADIS RD
COMMERCIAL
1965
1964
KAYBURN
COTTAGE
AVE
CY
CLAXTAR AVE
PACIFIC AVE
10TH
9TH
8TH
7TH
MAIN
5TH
4TH
3RD
2ND
WEST UNION RD.
M. P. 56.34
SUNSET HIGHWAY
HIGHLAND CT
WRIGHT RD.
1 6
12 7
2 1
11 12
EAGLE AIRPORT
5TH ST.
BEACH RD
SOUTH AVE.
NO. 47
M. P. 57.16
M. P. 57.80
FAP 27
Creek
26
PORTLAND
GORDON RD
GLENCOE RD
FAS 828
McKay

T 1-2 N    R 2-3 W    W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| | POST OFFICE | | PUBLIC BLDG. |
| | SCHOOL | CY | CITY HALL |
| | CITY CENTER | CT | COURT HOUSE |
| | R.R. DEPOT | A | ARMORY |
| | CITY LIMITS | L | LIBRARY |

# NORTH PLAINS

## WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population [illegible]

Scale in Feet

Revised December 1973

County Roads - 6-27-75

RECEIVED
COUNTY & CITY SECTION
JUN 27 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## RESOLUTION $45

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of North Plains is an incorporated city of the State of Oregon and has a population of 785 as given by the latest official census; and

WHEREAS, the following streets of said city, Commercial Avenue from 1st st. to 5th street needs widened and overlayed because of excessive traffic and wear from truck usage by the pole yard and grain elevators, and because of weight limitation set on railroad overpass on 1st street all heavy trucks are now making a loop over Commercial Ave. to get past this overpass.

Lennox Avenue from Main Street to 4th Street needs repairing as it receives additional traffic from increased population due to new houses on this street. These 2 streets are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of North Plains does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Frank J. Vanderzanden as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 25th day of June, 1975.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of North Plains at a regular or special meeting of said Council, held on the 25th day of June, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 25th day of June, 1975.

Karen A. McConaughey
City Recorder

SCA

**PROJECT DATA.** CITY OF North Plains Date June 19, 1975

To be financed by Special City Allotment Fund and necessary city funds.

Street name 1780 feet on Commercial Avenue and ~~xx~~ 860 feet on Lennox Avenue.
(Locate project on attached map.)

Project length 2640 feet

**DESIRED STREET SECTION:**

Standard roadway; width of travel way: 22 feet, width of shoulders: 6 feet

Curbed section; width curb to curb: 0 feet

Remarks Need 2" overlay x 22' wide on the pavement and 6' wide shoulders x 4" gravel on Commercial Avenue and 2" x 22' overlay with 6ft. shoulders, 4" gravel on Lennox Ave.

Surface now in place: Oil X Lennox Paving X Commercial Gravel ___

Present surface width: same feet

**RIGHT-OF-WAY:** (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: 60 feet.

Are intersecting streets curbed? Yes ___ No x

Remarks Both these streets are receiving an exceptional amount of traffic. Lennox from additional people in new homes and Commercial from heavy trucks and equipment due to the weight limit on the railroad overpass and the pole yard and grain elevators.

**CONCRETE CURBS:** (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: ___ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: ___

RECEIVED
COUNTY & CITY SECTION
JUN 27 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No__x__

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No__X__

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks________________________________________________

________________________________________________________

## STORM SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes__x__ No____

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No__X__

/Show location of outfall on city map./

## SANITARY SEWERS - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No__X__ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks City does not have a sewer system.

________________________________________________________

________________________________________________________

**WATER MAINS**: (City to adjust if required.)

Now in place? Yes _x_ No ___

If yes, how deep from present surface? 30 inches. feet

Remarks ________________________________________

________________________________________________

**DRIVEWAYS**: ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ___ No _X_

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? __________

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ________________________________________

________________________________________________

**FRANCHISED UTILITIES**: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ___

Electric poles? Yes ___ No ___

Which company? ____________________________
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___

Which company? ____________________________

Railroad tracks? Yes ___ No ___

Which company? ____________________________

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks None will be affected by overlay or grading of shoulders.

________________________________________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks City will be able to furnish part of the gravel for the shoulders.

GENERAL INFORMATION:

Are city finances available? Yes ___ No x

When available? Date ___

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.) Grade will not be changed by overlay and grading of shoulders.

Please indicate site for disposal of excess excavated material: There will be none.

General remarks: ___

By Eugenie James
Mayor

By Karen A. McConaughey
City Recorder or City Manager

By None
City Engineer

sca-76

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 22, 1975

Mrs. Karen McConaughey
City Recorder
City of North Plains
North Plains, Oregon 97133

Re: Verbal Request of 5/21/75.

Dear Mrs. McConaughey:

In answer to your request you will find enclosed two copies each of a resolution form and project data form to be used in making application for aid under the legislative act creating the annual $250,000 Special City Allotment fund.

Please complete the enclosed resolution and project data form, and after adoption by the City, return one signed copy of each to George N. Hopkins, Project Development Engineer, Room 203 State Highway Building, Salem, Oregon 97310. The application will be investigated and presented to the Oregon Transportation Commission for consideration in programing the allocation of the 1976 fund; however, the application must be received in this office on or before July 1, 1975, in order to be eligible for consideration in the 1976 program.

Very truly yours,

D. N. Harwell

D. N. Harwell
County-City Engineer

DNH:mm

Encl: Res. Form cc-50
&
SCA Project Data Form (If a bridge project is being requested, please only return the resolution, and a Bridge Project Data Form will be sent to you to complete.)

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

8398 W. Elm Ave.-Hermiston N. 1976
City Limits (N.W. Butter Cr. Rd)
(Grading & paving)

C & A 5429 9-22-75

#[illegible]

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

**STATE COPY** 8

cc:
ODOT (Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF REPORT<br>3-20-78 | REPORT MADE BY<br>David B. Carter, Area Engr | | PROJECT NO.<br>SRS-000S(42) |
| COMPLETION DATE<br>9-17-76 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-18-77 | TIME ELAPSED<br>$\frac{53}{60} = 88$ % | CONTRACT TIME<br>60 CWD |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Vicinity of Hermiston, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. ELM AVE-HERMISTON NCL
NW. Butter Creek
County Road

This project provided for the correction of the vertical alignment on this section of Butter Creek Road and for some minor drainage work.

The final amount of the original contract items was $35,444.55 or a 0.3percent underrun of the original contract amount. The final project cost including engineering and all charges was $40,939.48.

All signing and striping for the project has been completed.

All participating work has been completed.

A final inspection of the project was made on February 25, 1977.

RECEIVED
STATE HWY ENGR
MAR 27 '78
REFER TO:
FOR

| Info | Inves | R/D | D/R | Sign | Att | |
|---|---|---|---|---|---|---|
| | | | | | | |

3-27-78
[illegible]

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>D. B. Carter<br>Area Engr.<br>David B. Carter | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>3-20-78 | TITLE<br>Field Operations.Engineer | DATE<br>3/24/78 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

March 23, 1977

U. S. Fidelity & Guaranty Co.
Portland Office
520 S. W. 6th Avenue
Portland, OR 97204

Gentlemen:

On March 22, 1977, we wrote to you concerning release of final payment on Contract No. 8398 awarded to L. W. Vail Co., Inc. for work on W. Elm Ave.-Hermiston North City Limits Section of N. W. Butter Cr. Rd. in Umatilla County.

Final payment on this contract is $500.00 and the total contract amount is $35,391.37 including $121.26 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDI , HIGHWAY ADMINSTRATION

## INITIAL REPORT
& Final Inspection Report

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>2-25-77 | INSPECTION MADE BY<br>R. A. Nichols, Area Engr. | | PROJECT NO.<br>SRS-000S(42) |

IN COMPANY WITH
Unaccompanied

LOCATION
Project is located on NW Butter Creek Rd. just south of Elm Ave. and west of Hermiston, Oregon.

CONTRACTOR NAME AND ADDRESS
L. W. Vail Co., Inc. Pasco, Wash.

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>7-19-76 | CONTRACT AMOUNT<br>$34,555.00 | TIME ALLOWED<br>60 | TIME STARTED<br>7-29-76 | WORK STARTED<br>8-23-76 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>88 | WORK COMPLETED<br>100 | |

REMARKS

W. ELM AVE.-HERMISTON NCL
N.W. BUTTER CREEK
County Road

The sight distance on this road prior to this project was poor because of a vertical curve and a sag vertical curve laying adjacent to each other. This situation was corrected by flattening both vertical curves. In addition, a drainage problem due to overflow from an irrigation ditch was corrected.

All the contract work was completed by September 20,1976.

Visually the contract work appeared to have been done in reasonable conformance to the plans, specifications and authorized changes. It is recommended the project be accepted when the State submits their certification concerning the quality of the material, compaction requirements and thickness of base and paving.

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO
Keasey
FOR
Info | Inves. | R/D | D/R

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

W. Elm Ave.-Hermiston UCL
County Road(NW Butter Crk. Rd.)
Umatilla County

Umatilla Co
Contract #[illegible]
Prefix [illegible]0-1037
SHS-0008 (42)

Contractor: [illegible] Vail Co. Inc.

NARRATIVE REPORT

This was a grading & paving project, awarded July 19, 1976, work began August 23, 1976 & completed September 20, 1976.

The allotted calendar workdays were 60 & the work was completed within this time.

Penalties for non-specification materials incorporated into the project were as follows: 1"-0 aggregate base, 2.5% out, $174.44.

A detour, using City Streets, was established & signed, to detour all traffic around the project. These signs & barricades were supplied, installed, maintained, & removed when project was completed by the Umatilla County Road Department.

Project work consisted of grading, paving & installation of a siphon system for irrigation purposes.

On August 18, the Pacific Northwest Bell Company began work relocating the underground cable existing within the excavation limits of the project. This work was completed on August 19.

Contract work began on August 23, and at this time this office was informed that a natural gas line existed within the work area, & provisions had to be made to lower this line. The work on the gas line was started on August 24, & completed August 27. The grading contractor was delayed during this time although work did proceed on the construction of siphon boxes & some grading was completed.

On Friday, September 3, work on the siphon system was completed, the system was tested & irrigation water was available at 2:00 P.M.

Because of the sandy material encountered on this project, more water was used to compact this material than was provided in the bid amount. This overrun was necessary to maintain optimum moisture & insure the compaction of the subgrade.

Surfacing, paving & cleanup work was completed on Sept. 20, with no further problems. All work was completed within the time allotted for the contract.

## OVERRUNS & UNDERRUNS

Section: W. Elm Ave.-Hermi n NCL F.A.P. # SRS-000S(42)

Highway: County Road (NW Butter Creek) Prefix 230-1037

Contract 8398

| ITEM | ORIGINAL AMOUNT | SEMI-FINAL EST. | PERCENT + or - |
|---|---|---|---|
| Contract Bid Items | $34,555.00 | $35,444.55 | +2.6% |
| Anticipated Items | 1,200.00 | 715.55 | -40.4% |
| Contingencies | 1,608.98 | | |
| Engineering | 3,575.50 | 4,228.78 | +18.3% |
| Credit for non-spec.<br>1"-0 Aggr. Base Rock | | - 174.44 | |
| TOTAL CONTRACT COSTS: | $40,939.48 | $40,214.44 | -1.8% |

# STATEMENT OF OVERRUNS AND UNDERRUNS

W. Elm Ave.-Hermiston NCL Section Umatilla County Contract #8398
County Road (N.W. Butter Crk. Rd.) F.A. SRS-000S-(42) Prefix 230-1037

| ITEM NO. | ITEM | UNIT | CONTRACT AMT. | FINAL AMT. | Percent +or |
|---|---|---|---|---|---|
| 1. | Removal of structures & obstructions | Lump Sum | 100% | 100% | 00 |
| 2. | General Excavation | C.Y. | 1,900 | 1,863.9 | -1.9% |
| | A minimal underrun of 36.1 Cu. Yds. | | | | |
| 3. | Trench Excavation | C.Y. | 95 | 156.54 | +64.8% |
| | The material excavated was a clean sand. Because of the unstable condition of this material the Contractor was instructed to excavate on a 1:1 slope to insure a good installation of the siphon pipe. Combined with a added length of 42 L.F. of 12" outlet pipe contributed to this overrun. | | | | |
| 4. | Watering | M-gal. | 50 | 317.3 | +534.6% |
| | Due to the sand material encountered on this project an overrun of water was necessary to compact this material and maintain optimum moisture. | | | | |
| 5. | 1"-0 Aggregate base | C.Y. | 1,070 | 996.9 | -6.8% |
| | a minimal underrun of 73.1 Cu. Yds. | | | | |
| 6. | Class B or Class C Asphalt Concrete | Ton | 600 | 533.7 | -11.1% |
| | a minimal underrun of 66.3 Tons. | | | | |
| 7. | 12" Culvert pipe | L.F. | 150 | 192 | +28.0% |
| | A change in design from original plan necessitated a 42 L.F. overrun. | | | | |
| 8. | 18" Siphon pipe | L.F. | 70 | 70 | 00% |
| 9. | Concrete siphon boxes | Each | 2 | 2 | 00% |
| 10 | Delineators | Each | 10 | 10 | 00% |
| EWO #1 | Furnish mail box posts | L. Sum | $100.00 | 00 | -100% |
| EWO #2 | Temporary pump for irrigation water | L. Sum | $500.00 | $115.55 | -76.9% |
| | A hay crop was removed during the time work was being done on irrigation system so work was not as extensive as originally planned. | | | | |
| SFO #1 | Seeding & mulching | L. Sum | $500.00 | No billing as of this date. | |
| SFO #2 | Permanent pavement striping | L. Sum | $100.00 | No billing as of this date. | |

REFERRED TO
Beard ✓ Reed
Cole Semple
Eriksen Watson
Hager Wolfe
[Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Copy Swenson
Savage
Trout

RECEIVED
NOV 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring up
Other

8398

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W. Elm Ave.-Hermiston NCL

WEEK ENDING: Nov. 6, '76 FINAL REPORT

SECTION PREFIX: 230-1037

HIGHWAY: County Road(NW Butter Crk.)

COUNTY: Umatilla

NAME OF JOB: W. Elm Ave.OHermiston NCL

KIND OF WORK: Grading & Paving

CONTRACTOR: L. W. Vail Co. Inc.

CONTRACT NUMBER: 8398

FEDERAL AID PROJECT NUMBER: SRS-000S(42)

DATE OF CONTRACT: July 19, 1976

DATE WORK STARTED: August 23, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 60

WORK DAYS USED / CALENDAR DAYS USED: work 53

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 88.3

PROJECT AUTHORIZATION: $ 40,939.48

EXCLUSIVE OF ENGINEERING: $ 37,363.98

ENGINEERING AUTHORIZATION: $ 3,575.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,991.37

ENGINEERING COST TO DATE: $ 4,228.78

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT OVERRUN / UNDERRUN: Under 3 %

PERCENT OF AUTHORIZATION: 118 %

DATE PROJECT WAS COMPLETED: SEPTEMBER 20, 1976

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.18 | 0.18 | | | 0.18 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.18 | 0.18 | | | 0.18 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1,900 CY | 1,070 CY | | | 600 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 1,863.9 CY | 996.9 CY | | | 533.7 Ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 1,863.9 CY | 996.9 CY | | | 533.7 Ton |
| AVERAGE DAILY QUANTITIES This week | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Showers | 0 | | |
| MONDAY | Rain showers | 0 | | |
| TUESDAY | Pt. cloudy | 0 | | |
| WEDNESDAY | Fog-cloudy | 0 | | |
| THURSDAY | Fog-cloudy | 0 | | |
| FRIDAY | Fog-cloudy | 0 | | |
| SATURDAY | Forecast-cloudy | 0 | | |

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 8 1976
CONSTRUCTION
SECTION

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity. |
| MONDAY | No activity. |
| TUESDAY | No activity. |
| WEDNESDAY | No activity. |
| THURSDAY | No activity. |
| FRIDAY | No activity. |
| SATURDAY | |

## REMARKS

The semi-final estimate for this project was sent to the La Grande Region Office this week. This will be the final report for this project unless further data is requested.

SIGNED LJ Barr LOCATION McNary

For: J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

5291

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

10-15-76

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-000S(42)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
SRS-42

COUNTY NAME
Umatilla

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2[illegible] '76
REFER TO
[illegible]
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 6-4-76 | 8-18-76 | Non Federal-aid |
| | | STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:
"Hermiston NCL - N.W. Elm St."

GENERAL DESCRIPTION OF WORK:
Seed, fertilize and mulch excavation and embankment slopes.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-15-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the amount of $500 - Federal Funds $450.

DATE
10-15-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*72830-734

Form A-105 (Rev. 8-70)

1-P

OREGON STATE HIGHWAY DIVISION

# Order for State Force Work

Contract No. 8398

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section W. Elm Ave.-Hermiston NCL

Date August 18, 1976

Highway County Road (NW Butter Creek Road)

F.A.P. No. SFS-0609(42)

County Umatilla

Prefix [illegible]

Account No. 270-02

Description of Work To Be Done:

Permanent pavement striping.

Location by Station Numbers.

Throughout project.

RE ☐ FCE RRE RML ☑

ROE ☐

RECEIVED
REGIONAL OFFICE

ROE ☐

Estimate of Quantities and Costs:

0.18 miles $100.00

Explanation:

Funds authorized in additional anticipated items for contract.

**INSTRUCTIONS**

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

| | | |
|---|---|---|
| Project authorization | $ 40,939.48 | |
| Present estimate of project cost, including $ 100.00 for work under this order | $ 40,939.48 | |
| Expected under-run over-run (amount) | $ 0 | |
| Expected under-run over-run (per cent) | 0 | |

Space to right of this line is for use of Salem Office

Submitted by: ............ Resident Engineer

Approval Recommended: ............ For Construction Engineer or Bridge Engineer

Approval Recommended: ............ Regional Engineer

Approved: ............ Construction Engineer

cy Baker

SP 80 7-1

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS,
AND STATE FORCE ORDERS

**Region** 5

**Project Name** W. Elm Ave.-Hermiston NCL **Contract No.** 8398

**Circle One:** PA EWO [✓ SFO] No. 2

| | | Check Information Furnished | |
|---|---|---|---|
| | | RESIDENT ENGR | REGION |
| **Description** of work to be done. | | X | |
| **Reasons** why work is necessary. | | X | |
| **Has work started:** | Yes | | |
| | No | X | |
| | Date Started | | |
| **Cost** justification for price agreements. | | NA | |
| **Credit** for salvaged material: | None | X | |
| | Material list attached | | |
| | To be determined later | | |
| **Salem** headquarters approval: | Not received | X | |
| | Date received | | |
| | Who discussed | | |
| **FHWA approval:** | Not received | X | |
| | Date received | | |
| | Who discussed | | |
| **Required** signatures on order form. | | X | |

**Comments:**

8-3

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>8-3 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT** | State: Oregon<br>County: Umatilla<br>Project No.: SRS-000S(42) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.45 mi. N. of Jct. SR 207, N. 0.17 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 10-28-75 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-4-76 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 90%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 45,220 | $ 40,698 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By Ed Hunter

Assistant State Highway Engineer
*(Title)*

By ______________________

*(Title)*

By ______________________

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

for: G. L. Green

Date executed by Division Administrator AUG 3 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 27, 1976

Federal Aid Project
No. SRS-000S(42)

W. Elm Ave.-Hermiston N. City Limits Section
N.W. Butter Cr. County Road
Umatilla County

Project Agreement Estimate
Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,000.00 |

Type Code 6201
Grade & Pave (Sta. 23+25 to Sta. 33+00)

| | | | |
|---|---|---|---|
| Removal of Structures and Obstructions | All Required | | $ 2,700.00 |
| General Excavation | 1,900 cu.yd. | 2.50 | 4,750.00 |
| Trench Excavation | 95 cu.yd. | 5.00 | 475.00 |
| Watering | 50 M-gal. | 8.00 | 400.00 |
| 1"-0 Aggregate Base | 1,070 cu.yd. | 7.00 | 7,490.00 |
| Class "B" or Class "C" Asphalt Concrete | 600 ton | 22.00 | 13,200.00 |
| 12" Culvert Pipe | 150 lin.ft. | 12.00 | 1,800.00 |
| 18" Siphon Pipe | 70 lin.ft. | 15.00 | 1,050.00 |
| Concrete Siphon Boxes | 2 only | 1,320.00 | 2,640.00 |
| Delineators | 10 only | 5.00 | 50.00 |
| | | | $34,555.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 100.00 |
| Temporary Pumping of Irrigation Water(E.W.) | " " | 500.00 |
| Seeding and Mulching (E.W.) | " " | 500.00 |
| | | $ 1,100.00 |

| | |
|---|---|
| Subtotal | $35,655.00 |
| Engineering | 3,565.00 |
| TOTAL | $39,220.00 |

Length of Project - - - - - - - - - - - - - 0.185 mile
Cost of Roadway Per Mile - - - - - - - - - $212,000.00

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| P.E. | $ 6,000 | $ 5,400 | $ 600 |
| Grade & Pave | 39,220 | 35,298 | 3,922 |
| TOTAL | $45,220 | $40,698 | $4,522 |

Group 1 - 100%
Contract No. - 8398
Prefix No. - 230-1037
Prefix No. - 230-1915 P.E.

W. Elm Avenue-Hermiston N.C.L.
Nonparticipating - State Work

| | | |
|---|---|---|
| Furnish Mail Box Posts (E.W.) | All Required | $ 100.00 |

PRO 6-2

June 3, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT P.S.&E. Authorization Request
Hermiston N.C.L.-N.W. Elm Ave. Section
Project No. SRS-0005(42)

We are requesting authorization to advertise for bids to be received June 24, 1976 with a minimum advertising period of two-weeks for the subject project.

A public interest finding is requested for the two-week advertising period because the design is complete and the PS&E documents have been submitted to your division; the summer construction season is upon us and we want to take bids as soon as possible to have the project completed this year. Also, we feel the full three-week advertising period is not necessary for this contract as it requires only standard construction items and procedures for a small paving contract.

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in reguard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

All right-of-way or rights-of-entry have been aquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been aquired in accordance with the current FHWA directives covering the acquisition of real property in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

DAR:re

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Hermiston N.C.L.-West Elm Ave.

Highway: Butter Creek Road

County: Umatilla

Prefix: 230-1915

Res. Engr:

Date May 13, 1976

Ten Year Traffic Coefficient 7.5

18 kip s.a. per day 55.5

R value 54

Frost Penetration 24"±

CBE Total Requirement 17.5"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Application) | 3.0 |
| 3.5" | A.C.W.S. | 7.0 |
| 8.0" | A.B. | 8.0 |
| 13.0" | | 18.0" |

NOTED
E. S. HUNTER

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Deputy State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
MAY 17 1976

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS**
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 10-28-75
BY (Signature): L. W. Rulien's October 16, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ~~Section 230~~

~~STAGE~~ XXX ITEM NOS. 42 THRU ______
~~STAGE~~ XX ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** |
|---|---|---|---|---|
| 2 | SRS-000S(42) | 0.0 | 43,500 | 39,150 |

OTHER IDENTIFICATION AND/OR REMARKS (State)

| Location | Work |
|---|---|
| Hermiston NCL - NW. Elm Avenue - Umatilla County State of Oregon | Preliminary engineering - Grade, drain, & paving |

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
Rulien
FOR

10-28-75

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non-major action as set forth in FHPM 7-7-2 Paragraph 10e.

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 10-28-75
SIGNATURE AND TITLE: C K Burghardt
for G. L. Green, Division Administrator

** Program approval ~~and any authorization to proceed with a Stage 1 project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM FA-48
(Rev. 8-71)

GPO 915.690

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S -000S(42)

STATE PROJECT NO. Hermiston-NCL-NW.Elm Ave. Section

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
SRS-42

COUNTY NAME
Umatilla

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
10-28-75

FEDERAL ROUTE NUMBER
Non-Federal-aid

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
County Road 0.45 miles north of Jct SR 207
North 0.17 miles

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $3500 Federal funds $3150

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of October 28, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 16, 1975 letter you are authorized to proceed with the work shown above.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-28-75 | CR Burghardt | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

~~PRO 6-2~~

October 16, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-000S(42)

We are submitting program data for one project, Item No. 42, Project No. SRS-000S(42), "Hermiston NCL-NW Elm Avenue Section" which we desire to have included in the Safer Roads Demonstration Program under Section 23 of Title II as established by the Federal-Aid Highway Act of 1973.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed a copy of Project Proposal and Accident Data.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $3,500 with obligation of Federal funds of $3,150.

DRH:md

Enclosures
cc: W. E. Schwartz (Region V)

PROPOSED PROJECT
Section 230
1973 Highway Safety Act
City (County) Umatilla
Date 4/22/75

Location:

ON: Butter Creek Rd.

From: 0.45 Mile North Hermiston Ave

To: Elm Ave (County Rd. westerly limits of Hermiston

Please Attach Map

Project Description: Grading & paving of 0.17 mile ±

Current Situation: Severe vertical curve restricts sight distance in urban type area.

ADT* 1000

Posted Speed 35

* 197_ Accidents 0 No accidents, 1970-1975

Expected Benefits: Will improve sight distance allowing safer movement of traffic.

Method of Construction:

☒ Contract
☐ State Forces
☐ Local Forces**

* not sure - please check records

2

Estimated Cost $ 40,000

588 butter Cr. Rd.

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps.

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing [illegible] 5/27/75

| LOCATION [illegible]<br>[illegible] Creek Br.<br>Hwy. No.____ Rte. No.____<br>From ~~M.P.~~ [illegible]<br>To ~~M.P.~~ [illegible]<br>Period Covered:<br>[illegible] to 12-31-79 | COLLISION TYPE |  |  |  |  |  |  |  |  |  |  |  | CLASSIF. |  |  | Persons Killed | Persons Injured | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | Angle | Head-on | Rear-end | Sideswipe Meeting | Sideswipe Overtaking | Turning | Parking | Non-Collision | Fixed-Object | Pedestrian | Backing | Miscellaneous | ALL COLLISIONS | Fatal | Non-Fatal | Prop. Damage |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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Form TE-593-6

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 16, 1975

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 0.45 mi. N. Jct. SR207,N 0.17 mi. | **ADT** | PRESENT<br>1,000<br>DHV 120 | FUTURE<br>1,300 | YEAR<br>95 | REGION<br>10 |

STATE NAME: Oregon

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E. & Improve Vert. Sight Dist. | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | UA CLASSIF. | UA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>SRS- | NUMBER<br>000S |

| | | | | |
|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>(Section 230) Safer Roads Demonstration Program | COUNTY NAME<br>Umatilla | | CODE<br>059 |
| | NAME OF URBAN AREA<br>— — | ROUTE NO. | FEDERAL-AID<br>Non | STATE<br>Co. Rd. |

U.S.: — —

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | Co. Rd., 0.45 mi. N of Jct. SR207, N 0.17 mi. | 0.0 | 3,500 | 3,150 | | 350 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>Y105 | | "Hermiston NCL-NW Elm Avenue Section" | 0.0 | 40,000 | 36,000 | | 4,000 (Co.) |

ESTIMATED PROJECT COST BY PHASES

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH | PROJECT TOTALS | 0.0 | 43,500 | 39,150 | | 4,350 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 16, 1975

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Jct. SR207, N 0.17 mi. | ADT | PRESENT<br>1,000<br>DHV 120 | FUTURE<br>1,300 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>148 | ITEM NO.<br>42 |

| ATL. OREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | SRS- | 000S | (42) | | |

Roads Demonstration Program

COUNTY NAME: Umatilla — CODE: 059

ROUTE NO.: FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: — —

PROGRAM STAGE: ☐ 1 OR [✓ XX] 2

| TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| d., 0.45 mi. N of SR207, N 0.17 mi. | 0.0 | 3,500 | 3,150 | | 350 (Co.) | P.E. All phases; Improve vertical sight-distance consisting of necessary grading, drainage and paving. |
| | | | | | | |
| miston NCL-NW Elm ue Section" | 0.0 | 40,000 | 36,000 | | 4,000 (Co.) | ROW-60' min.; Access Control-none; Parking restrictions-none.<br>Utility adjustment required including preparatory work. |
| PROJECT TOTALS | 0.0 | 43,500 | 39,150 | | 4,350 (Co.) | |

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

## HERMISTON NCL-NW ELM AVENUE SECTION

## PROJECT NO. SRS-000S(42)

Existing Facility--Butter Creek Road, consists of two 10-foot travel lanes oil-mat surfaced with 3-foot gravel shoulders.

Adjacent Facilities--Same as above.

Project Data: Proposed work is as follows:

(1) All phases of preliminary engineering.

(2) Improve vertical sight-distance consisting of necessary grading, drainage and paving.

Right of Way: No additional required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements;

a. State Clearinghouse -- Exempt from A-95 review under working agreement.

b. District 12 Clearinghouse -- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Note: (1) The severity of the vertical
sight-distance to such extent
Division concurs with Umatill
this section constitutes a pot
magnitude that the alleviatio
considered paramount.

(2) This project is in Congressio

SECTION

, consists of two 10-foot travel
faced with 3-foot gravel shoulders.

ollows:

of preliminary engineering.

ical sight-distance consisting of
ading, drainage and paving.

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onment, Railroads, Recreation and

nghouse -- Exempt from A-95 review
ng agreement.

Clearinghouse -- It is our contention
s a quasi-clearinghouse for if it were
tional or representative of its re-
strict or both that it would have a
ing agreement in effect.

50-9): Not applicable.

ction project concurred in by FHWA
ry 25, 1975.

able under "Timesaving Procedures"
in FHPM 6-8-2.1.

Note: (1) The severity of the vertical alignment restricts the sight-distance to such extent that the State Highway Division concurs with Umatilla County officials that this section constitutes a potential hazard of such magnitude that the alleviation of this condition is considered paramount.

(2) This project is in Congressional District No. 2.

September 22, 1975

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

**Attn: Jessie M. Bell**
**County Clerk**

MISC. CONTRACTS and
AGREEMENTS No. 5429

**Gentlemen:**

**Attached for your records is a fully executed copy of a letter form agreement for improvement on a section of the Butter Creek Road from 0.45 mile north of Hermiston Avenue to Elm Avenue.**

**We have retained a fully executed copy of this agreement for the Transportation Commission files.**

**Very truly yours,**

**C. W. Head**
**COMMISSION SERVICES**

fkn:rw

bc: Don Harwell (conformed agreement attached)

8399 Olney Cutoff Rd. Jct. Sec. 1976
of Nehalem Hwy. S.E. of
Astoria (grad,pav, & st.) ■

C9A 5502 11-17-75

52-77 4

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 8-25-80 | CC 2056 | | 204-1924-297<br>104-1021-297 |

**BILL TO:** Code:

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103
Attn: Mr. John Dooley - County Roadmaster

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: North and South Fork Klaskanie River Bridges - Olney Cutoff Road. | | | |
| This is an OFF SYSTEM Project # OS-0400(1) | | | |
| Cost of Project | | | $300,245.95 |
| Less Federal Funds | | | 234,000.00 |
| Less County Advance Deposit - P.E. | | | 3,300.00 |
| Construction | | | 55,800.00 |
| (Please send copy of itemized statement with billing) | | | |

| | |
|---|---|
| Advance Deposit Amount | 3,300.00<br>$ 55,800.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 47,600.00 |
| Balance | $ 11,500.00 |
| Transfer to Highway Fund | $ 11,500.00 |
| Refund Due | $ - - - - |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC 1608, CC 1602 |

Amount Due . . . . . $ 7,145.95

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D. E. Swan

SP*35736 73

**OREGON STATE HIGHWAY DIVISION**

**DATE:** 8-25-80

**ITEMIZED STATEMENT OF FINAL COSTS**

COUNTY Clatsop **Contract No.** 8399 **Date Completed** 6-6-1977

**PROJECT #** OS-0400(1) **Section** Olney Cutoff Road Jct.

**PAYMENTS TO CONTRACTOR**

| **ITEM** | **TOTAL COST** |
|---|---|
| P.E. | $ 24,517.18 |
| Construction: | |
| Payments to Contractor | $246,396.48 |
| Engineering | 29,190.52 |
| Equal Opportunity | 141.77 |
| County's Portion of the Project | $300,245.95 |
| County share of project costs is as follows: | $300,245.95 |
| Less Federal Funds | 234,000.00 |
| Less County Advance Deposit for P.E. | 3,300.00 |
| Less County Advance Deposit for Construction | 55,800.00 |
| AMOUNT DUE STATE | $ 7,145.95 |

**Reference: Billing Form** CC 2056

FORM 734-1745

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Olney Cutoff Road Junction Section<br>County Road in Clatsop County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | All Required | | | $ 23,737.02 | |
| | Construction | | | | | |
| | Type Code 6201 | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 74,943.56 | |
| SFO | #1 Permanent Signing | All Required | | | 76.72 | |
| | Total Type Code 6201 | | | | $ 75,020.28 | |
| | Type Code X081 BR#11171A | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 59,067.80 | |
| | Type Code X081 BR #11172A | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 112,308.40 | |
| | Total Construction Costs | | | | $246,396.48 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 29,107.37 | |
| | Liquidated Damages | Lump Sum | | | (111.64) | cr |
| | Type Code 6201 $ 8,698.71 | | | | | |
| | Type Code X081 20,297.02 | | | | $ 28,995.73 | |
| | Misc. Project Costs | | | | | |
| | Equal Opportunity Program Expense | All Required | | | 141.77 | |
| | Type Code 6201 $42.53 | | | | | |
| | Type Code X081 99.24 | | | | | |
| | Total Participating Costs | | | | $299,271.00 | |
| | Nonparticipating Items | | | | | |
| | Preliminary Engineering | All Required | | | 780.16 | |
| | Construction Engineering | All Required | | | 194.79 | |
| | Total Nonparticipating Costs | | | | $ 974.95 | |
| | Total Costs | | | | $300,245.95 | |
| | Prepared based on costs shown on Federal Billing as of 5/31/80. | Used Yellow | | | [illegible] | |
| | AMOUNT CARRIED FORWARD | | | | | |

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. OS-0400(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 11-11-75 To: 10-5-78

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $275,728.77 | $275,533.98 | 78.19% | $215,440.02 | $215,440.02 | $ 0.00 |
| 24,517.18 | 23,737.02 | 78.19% | 18,559.98 | 18,559.98 | 0.00 |
| $300,245.95 | $299,271.00 | 78.19% | $234,000.00 | $234,000.00 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | Oregon |
| PASSED FOR PAYMENT | | 7/15/80 |
| FORWARDED BY FHWA DIVISION OFFICE | V.E. Skoog, Controller | |

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                      TOT       [illegible]
                 ** JOB TOTALS **                    **             **      6,[illegible] 27  **
                                                                                              STATE
NS FORK KLASKANINE R BR     CONT NO        FA PROJ NOS CS  400001 100                21,359.98CR
                            204    1924       296      00 N 9


TOTAL TO DATE JOB COST SUMMARY                                         JULY 19[illegible]     PAGE  530

                                                                            FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   OR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                   [redacted]    [redacted]  [redacted] N 9                                [redacted]
                                   [redacted]    [redacted]  [redacted] N 9                            18,[redacted]
                                   [redacted]    [redacted]  [redacted] P 1   1 97CR        1 97CR      6,[redacted]
                                   [redacted]    [redacted]  [redacted] N 1                                [redacted]
                                   [redacted]    [redacted]  [redacted] P 1                             1,[redacted]
                                   [redacted]    [redacted]  [redacted] P 1                             7,[redacted]
                                   [redacted]    [redacted]  [redacted] P 1                                [redacted]
                                   [redacted]    [redacted]  [redacted] P 1                             2,[redacted]
                                   [redacted]    [redacted]  [redacted] P 1                             5,[redacted]
                                   [redacted]    [redacted]  [redacted] N 1                                [redacted]
                                   204   1924    [redacted]  [redacted] P 1                                [redacted]
                                                 TOT         P1          1.97CR        1.97CR      23,[redacted]
                                                 [redacted]  [redacted]                                    [redacted]
                                         ** JOB TOTALS **                1 97CR**      1 97CR**    24,517 18  **
                                                                                                           STATE
[illegible]TSOP CO SIGNING NOT ON FAS CONT NO   * FA PROJ NOS [redacted] 100                           115.[redacted]CR
                                   [redacted]    [redacted]  [redacted] N 9                                [redacted]
                                   [redacted]    [redacted]  [redacted] N 9                              101.96
                                   [redacted]    [redacted]  [redacted] N 9                               94.[redacted]
                                   [redacted]    [redacted]  [redacted] P 1                               19.[redacted]
                                   [redacted]    [redacted]  [redacted] P 1                                1.[redacted]
                                   204   1926    [redacted]  [redacted] N 1                              113.29
                                                 TOT         P1                                            1.[redacted]
                                                 [redacted]  [redacted]
                                         ** JOB TOTALS **                **            **             115.25  **
                                                                                                           STATE
[illegible]R XING @ JOHNSON LANDING   CONT NO   FA PROJ NOS [redacted] 100                             423.[redacted]CR
                                   [redacted]    [redacted]  [redacted] N 9                                [redacted]
                                   [redacted]    [redacted]  [redacted] N 9                              [redacted].37
                                   [redacted]    [redacted]  [redacted] P 1                               79.89
                                   [redacted]    [redacted]  [redacted] P 1                               92.[redacted]
                                   [redacted]    [redacted]  [redacted] P 1                              476.61
                                                 TOT         P1
                                         ** JOB TOTALS **                **            **             476.61  **
                                                                                                           STATE
CLATSKANIE SLOUGH (INGLIS) BR CONT NO   FA PROJ NOS [redacted] 100                                  14,[redacted]CR
                                   [redacted]    [redacted]  [redacted] N 9                             1,[redacted]
                                   [redacted]    [redacted]  [redacted] N 9                            12,[redacted]
                                   [redacted]    [redacted]  [redacted] P 1                                [redacted]
```

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DESCRIPTION OF J[illegible]OR DEPARTMENT   PREFIX      FUNCTION   GR   CURRENT MONTH    YEAR TO DATE      TO DATE
                                   204    1924    207        00 N 9                                      2,[illegible].00
                                   204    1924    293        00 N 9                                     18,[illegible]9.93 /
                                   204    1924    901        00 P 1     1.97CR           1.97CR           6,4[illegible]5.20 /
                                   [illegible] [illegible] 901 00 N 1                                        [illegible].66
                                   204    19[illegible] 9[illegible]5  00 P 1                                1,4[illegible]5.20
                                   204    19[illegible] 9[illegible]6  00 P 1                                7,6[illegible].07      X
                                   [illegible] [illegible] [illegible] [illegible] P 1                        [illegible].13
                                   204    1924    918        00 P 1                                      2,2[illegible]4.99
                                   204    1924    926        00 P 1                                      5,814.29
                                   [illegible] [illegible] 9[illegible]6  00 N 1                              6[illegible].[illegible]
                                   204    1924    9[illegible]0  00 P 1                                      96.14
                                                  TOT        P1         1.97CR           1.97CR          23,737.02
                                                  TOT        N1                                             [illegible].16
                                                  ** JOB TOTALS **      1.97CR**         1.97CR**        24,517.18  **

[illegible]TSOP CO SIGNING NOT ON FAS CONT NO     * FA PROJ NOS S[illegible]S [illegible]0034 100                        STATE
                                   2[illegible]4  1926 [illegible]  [illegible] N 9                          115.[illegible]CR
                                   [illegible] [illegible] [illegible] [illegible] N 9                         [illegible]
                                   204    19[illegible]6  2[illegible]3  [illegible] N 9                        161.96
                                   204    19[illegible]6  9[illegible]5  00 P 1                                  94.09
                                   204    19[illegible]6  9[illegible]5  [illegible] P 1                         19.[illegible]
                                   204    1926    9[illegible]6  [illegible] N 1                                   1.96
                                                  TOT        P1                                             113.29
                                                  TOT        N1                                               1.[illegible]
                                                  ** JOB TOTALS **      **               **                 115.25  **

[illegible]R XING @ JOHNSON LANDING   CONT NO      FA PROJ NOS P[illegible]O [illegible]0041 100                        STATE
                                   2[illegible]5  19[illegible]0  2[illegible]6  [illegible] N 9             4[illegible].[illegible]CR
                                   [illegible] [illegible] [illegible] [illegible] N 9                         [illegible]
                                   2[illegible]5  19[illegible]0  9[illegible]1  [illegible] P 1             [illegible]4.97
                                   2[illegible]5  19[illegible]0  9[illegible]5  00 P 1                        79.[illegible]
                                   2[illegible]5  19[illegible]0  [illegible]  [illegible] P 1                  [illegible]
                                                  TOT        P1                                             4[illegible]6.61
                                                  ** JOB TOTALS **      **               **                 476.61  **

[illegible]LATSKANIE SLOUGH (INGLIS) BR CONT NO    FA PROJ NOS S[illegible]S [illegible]0002 100                        STATE
                                   [illegible]  1927  [illegible]  [illegible] N 9                        1[illegible],[illegible]CR
                                   2[illegible]5  1927  2[illegible]7  [illegible] N 9                      1,[illegible]
                                   2[illegible]5  1927  2[illegible]3  [illegible] N 9                     12,[illegible]
                                   [illegible]  1[illegible]  [illegible]  [illegible] P 1                    [illegible]
```

TOTAL TO DATE JOB COST SUMMARY

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|
| | 103 1[illegible]7 | 2[illegible]7 | 01 [illegible] 2 | | | 166.67 | 79 | 80 |
| | 103 1[illegible]7 | 2[illegible]0 | 05 P 1 | | | 4,611.03 | 79 | 80 |
| | 103 1[illegible]7 | 2[illegible]0 | 01 P 1 | | | 1,3[illegible]4.0[illegible] | 79 | 80 |
| | 103 1[illegible]7 | [illegible] | 01 P 2 | | | 1,[illegible]3.90 | 79 | 80 |
| | 103 1[illegible]7 | [illegible] | [illegible] N 9 | | | 137,2[illegible]4.12CR | 79 | 80 |
| | 103 1[illegible]7 | [illegible] | [illegible] N 9 | | | 137,2[illegible]4.12 | 79 | 80 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 1 | 31.55 | 31.55 | 2,[illegible] | 79 | 80 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 2 | 5.74 | 5.74 | 7,[illegible]9.05 | 79 | 80 |
| | 103 1[illegible]7 | [illegible] | 03 P 1 | | | 1,067.96 | 79 | 79 |
| | 103 1[illegible]7 | [illegible] | 03 P 2 | | | 1,7[illegible]5.04 | 79 | 79 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 1 | | | 27.13 | 79 | 79 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 2 | | | 28.24 | 79 | 79 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 1 | | | 115.[illegible]0 | 79 | 79 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 2 | | | 121.46 | 79 | 79 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 1 | | | 78.13 | 79 | 80 |
| | 103 1[illegible]7 | [illegible] | [illegible] P 2 | | | 81.30 | 79 | 80 |
| | | TOT | P1 | 31.55 | 31.55 | 82,[illegible]3.21 | | |
| | | TOT | P2 | 5.74 | 5.74 | 77,7[illegible]3.01 | | |
| | | TOT | N1 | | | 1,0[illegible]3.00 | | |
| | | TOT | N2 | | | 1,122.00 | | |
| | | ** JOB TOTALS ** | | 37.29 ** | 37.29 ** | 162,451.22 ** | | |
| MOLALLA RIVER (GOODS) BR CONT NO 9075 FA PROJ NOS RS 002002 100 | | | | | | | STATE | |
| | 103 1010 | [illegible] | [illegible] P 1 | 10,[illegible]0.[illegible]6 | 10,[illegible]0.[illegible]6 | 517,6[illegible]1.60 | 79 | 80 |
| | 103 1010 | [illegible] | [illegible] N 9 | 2,442.2[illegible]CR | 2,442.2[illegible]CR | 5[illegible]2,416.13CR | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] N 9 | | | 10[illegible].00 | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] N 9 | 2,[illegible]2.20 | 2,[illegible]2.20 | 4[illegible],416.13 | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] P 1 | 4,[illegible]3.47 | 4,[illegible]3.47 | 53,[illegible]7 | 79 | 80 |
| | 103 1010 | [illegible] | [illegible] N 1 | 97.64 | 97.64 | [illegible]53.87 | 79 | 80 |
| | 103 1010 | [illegible] | [illegible] P 1 | | | 231.15 | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] P 1 | 145.14 | 145.14 | 145.14 | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] P 1 | | | 43.90 | 79 | 79 |
| | 103 1010 | [illegible] | [illegible] N 1 | 5.63 | 5.63 | 79.61 | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] P 1 | | | 2[illegible]2.[illegible]8 | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] N 1 | | | 1[illegible]4.23 | 80 | 80 |
| | 103 1010 | [illegible] | [illegible] P 1 | 21.0[illegible] | 21.0[illegible] | 2[illegible]7.[illegible]2 | 79 | 80 |
| | | TOT | P1 | 15,6[illegible]0.51 | 15,6[illegible]0.51 | 571,9[illegible]3.26 | | |
| | | TOT | N1 | 103.27 | 103.27 | 677.61 | | |
| | | ** JOB TOTALS ** | | 15,703.78 ** | 15,703.78 ** | 572,620.87 ** | | |
| OLNEY CUTOFF RD CONT NO 8[illegible] & FA PROJ NOS [illegible]S 21[illegible] 45 OS 400001 55 | | | | | | | STATE | |
| | 104 1021 | [illegible]01 | [illegible] P 1 | | | 194,932.26 | 76 | 77 |
| | 104 1021 | [illegible]01 | [illegible] P 2 | | | 246,319.76 | 76 | 77 |
| | 104 1021 | [illegible]03 | [illegible] P 1 | | | [illegible]CR | 76 | 80 |
| | 104 1021 | [illegible]03 | [illegible] P 2 | | | 141.[illegible]CR | 76 | 80 |
| | 104 1021 | [illegible]03 | [illegible] N 2 | | | 30.35 | 80 | 80 |
| | 104 1021 | 270 | 01 P 1 | | | 179.06 | 77 | 77 |

TOTAL TO DATE JOB COST SUMMARY JULY 1980 PAGE 78

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | END |
|---|---|---|---|---|---|---|---|---|---|---|
| | 103 | 1007 | [illegible] | [illegible] | P 2 | | | [illegible] | 79 | 79 |
| | 103 | 1007 | [illegible] | [illegible] | P 1 | | | 4,611.03 | 79 | 80 |
| | 103 | 1007 | [illegible] | [illegible] | P 1 | | | 1,3[illegible].04 | 79 | 80 |
| | 103 | 1007 | [illegible] | [illegible] | P 2 | | | 1,[illegible]3.00 | 79 | 80 |
| | 103 | 1007 | [illegible] | [illegible] | N 9 | | | 37,2[illegible].12CR | 79 | 80 |
| | 103 | 1007 | [illegible] | [illegible] | N 9 | | | 37,2[illegible].12 | 79 | 80 |
| | 103 | 1007 | [illegible] | [illegible] | P 1 | 31.55 | 31.55 | 2,[illegible] | 79 | 80 |
| | 103 | 1007 | [illegible] | [illegible] | P 2 | 5.74 | 5.74 | 7,6[illegible]9.05 | 79 | 80 |
| | 103 | 1007 | [illegible] | 03 | P 1 | | | 1,667.96 | 79 | 79 |
| | 103 | 1007 | [illegible] | 03 | P 2 | | | 1,7[illegible].04 | 79 | 79 |
| | 103 | 1007 | [illegible] | [illegible] | P 1 | | | 27.13 | 79 | 79 |
| | 103 | 1007 | [illegible] | [illegible] | P 2 | | | 28.24 | 79 | 79 |
| | 103 | 1007 | [illegible] | [illegible] | P 1 | | | 1[illegible]5.30 | 79 | 79 |
| | 103 | 1007 | [illegible] | [illegible] | P 2 | | | 121.46 | 79 | 79 |
| | 103 | 1007 | [illegible] | [illegible] | P 1 | | | 78.13 | 79 | 80 |
| | 103 | 1007 | [illegible] | [illegible] | P 2 | | | 81.30 | 79 | 80 |
| | | | TOT | P1 | | 31.55 | 31.55 | 82,4[illegible]3.21 | | |
| | | | TOT | P2 | | 5.74 | 5.74 | 77,7[illegible].01 | | |
| | | | TOT | N1 | | | | 1,0[illegible].00 | | |
| | | | TOT | N2 | | | | 1,122.00 | | |
| | | | ** JOB TOTALS ** | | | 37.29 ** | 37.29 ** | 162,451.22 ** | | |
| MOLALLA RIVER (GOODS) BR | CONT NO 9035 | | FA PROJ NOS BS 882002 100 | | | | | | STATE | |
| | 103 | 1010 | 201 | 00 | P 1 | 10,550.06 | 10,550.06 | 517,6[illegible].60 | 79 | 80 |
| | 103 | 1010 | 256 | 00 | N 9 | 2,442.20CR | 2,442.20CR | 592,416.13CR | 80 | 80 |
| | 103 | 1010 | 2[illegible]7 | 00 | N 9 | | | 102,000.00 | 80 | 80 |
| | 103 | 1010 | [illegible] | 00 | N 9 | 2,442.20 | 2,442.20 | 490,416.13 | 80 | 80 |
| | 103 | 1010 | [illegible] | 00 | P 1 | 4,8[illegible]3.47 | 4,8[illegible]3.47 | 53,[illegible].57 | 79 | 80 |
| | 103 | 1010 | [illegible] | 00 | N 1 | 97.64 | 97.64 | 453.87 | 79 | 80 |
| | 103 | 1010 | [illegible] | 02 | P 1 | | | 231.15 | 80 | 80 |
| | 103 | 1010 | 903 | 00 | P 1 | 145.14 | 145.14 | 145.14 | 80 | 80 |
| | 103 | 1010 | 9[illegible]0 | 00 | P 1 | | | 43.90 | 79 | 79 |
| | 103 | 1010 | [illegible] | 00 | N 1 | 5.63 | 5.63 | 39.51 | 80 | 80 |
| | 103 | 1010 | 9[illegible]0 | 00 | P 1 | | | 272.58 | 80 | 80 |
| | 103 | 1010 | 9[illegible]9 | [illegible] | N 1 | | | 1[illegible].23 | 80 | 80 |

```
                                                                              JULY 1980        PAGE  79
TOTAL TO DATE JOB COST SUMMARY
                                                                                FISCAL         GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   OR  CURRENT MONTH   YEAR TO DATE     TO DATE        BEG   END
                                [redacted] [redacted] [redacted] P 2                               [redacted] 72    72    77
                                [redacted] [redacted] [redacted] N 9                              487,[redacted]CR  76 [redacted]
                                [redacted] [redacted] [redacted] N 9                               44,[redacted]    76    76
                                [redacted] [redacted] [redacted] N 9                              482,[redacted]    76 [redacted]
                                [redacted] [redacted] [redacted] P 1                               23,[redacted]2 40 76    79
                                [redacted] [redacted] [redacted] P 2    .01CR          .01CR       28,544.56      76 [redacted]
                                [redacted] [redacted] [redacted] N 1                              119.[redacted]    76 [redacted]
                                [redacted] [redacted] [redacted] N 2    .01            .01        137.61          76 [redacted]
                                [redacted] [redacted] [redacted] P 1                              342.[redacted]    76    77
                                [redacted] [redacted] [redacted] P 2                              [redacted]        76    72
                                [redacted] [redacted] [redacted] P 1                              192.42          76    76
                                [redacted] [redacted] [redacted] P 2                              174.05          76    76
                                [redacted] [redacted] [redacted] N 1                               31.15          76    76
                                [redacted] [redacted] [redacted] N 2                               33.03          76    76
                                [redacted] [redacted] [redacted] P 1                              116.00          76    73
                               104   1021  [redacted] [redacted] P 2                              1[redacted]1.72   [redacted]
                                          TOT       P1                                        [redacted].70
                                          TOT       F2          .01CR          .01CR       [redacted]683.98
                                          TOT       [redacted]                                 [redacted]65
                                          TOT       [redacted]  .01            .01            [redacted]04
                                     ** JOB TOTALS **                **             **        494,[redacted]37   **

                                                                                                             STATE
              CONT [redacted] = FA PROJ NOS [redacted] 134002 100                         1,260,[redacted]07    79    79
                                [redacted] [redacted] [redacted] [redacted] P 1
                                [redacted] [redacted] [redacted] [redacted] N 1            [redacted]        79    78
                                [redacted] [redacted] [redacted] [redacted] P 1          4,[redacted]CR      79    79
                                [redacted] [redacted] [redacted] [redacted] N 1          4,5[redacted]       79    79
                                [redacted] [redacted] [redacted] [redacted] N 1          4.[redacted]        79    79
                                [redacted] [redacted] [redacted] [redacted] N 1          1[redacted]CR       79    79
                                [redacted] [redacted] [redacted] [redacted] N 1          2,[redacted]        79 [redacted]
                                [redacted] [redacted] [redacted] [redacted] P 1          [redacted]          79    80
                                [redacted] [redacted] [redacted] [redacted] P 1          [redacted]          79 [redacted]
                                [redacted] [redacted] [redacted] [redacted] P 1          8,[redacted]     [redacted]
                                [redacted] [redacted] [redacted] [redacted] P 1          4,1[redacted]CR     78 [redacted]
                                [redacted] [redacted] [redacted] [redacted] N 9   2.65     2.65   1,213,[redacted]7.41CR  78 [redacted]
                                [redacted] [redacted] [redacted] [redacted] N 9   2.66CR   2.66CR 1,2[redacted]7.41   78 [redacted]
                                [redacted] [redacted] [redacted] [redacted] P 1        150,[redacted]2.67    78    80
                                [redacted] [redacted] [redacted] [redacted] N 1          2[redacted]14       79 [redacted]
                                [redacted] [redacted] [redacted] [redacted] P 1          [redacted]15        78    80
                                [redacted] [redacted] [redacted] [redacted] N 1          [redacted]03        79    79
                                [redacted] [redacted] [redacted] [redacted] N 1          13.[redacted]       79    80
                                [redacted] [redacted] [redacted] [redacted] P 1          1,[redacted]        79    79
                               104   1024  [redacted] [redacted] P 1                     [redacted]          78    79
                                          TOT       P1                             1,414,[redacted]99
                                          TOT       N1                                 7,4[redacted]72
                                     ** JOB TOTALS **                **             **  1,421,757.72   **

[redacted]EN HWY    CONT [redacted] 8077   FA PROJ NOS [redacted]S 133005 100                  DRS 133005    STATE
                               104   1029     201        00 P 1   71,117.08        71,117.08   1,212,442.44     79    80
```

TOTAL TO DATE JOB COST SUMMARY JULY 1980 PAGE 79

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | CR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | ACTIVE YRS BEG | ACTIVE YRS END |
|---|---|---|---|---|---|---|---|---|---|---|
| | [illegible] | [illegible] | [illegible] | [illegible] | P 3 | | | [illegible]72 | 77 | 77 |
| | [illegible] | [illegible] | [illegible] | [illegible] | N 9 | | | 457,[illegible]9.[illegible]CR | 76 | 80 |
| | [illegible] | [illegible] | [illegible] | [illegible] | N 9 | | | 44,[illegible] | 76 | 76 |
| | [illegible] | [illegible] | [illegible] | [illegible] | N 9 | | | 412,[illegible] | 76 | [illegible] |
| | [illegible] | [illegible] | [illegible] | [illegible] | P 1 | | | 23,[illegible] | 76 | 79 |
| | [illegible] | [illegible] | [illegible] | [illegible] | P 2 | .01CR | .01CR | 23,[illegible] | 76 | 80 |
| | [illegible] | [illegible] | [illegible] | [illegible] | N 1 | | | [illegible] | 76 | [illegible] |
| | [illegible] | [illegible] | [illegible] | [illegible] | N 2 | .01 | .01 | 137.61 | 76 | 80 |
| | [illegible] | [illegible] | [illegible] | [illegible] | P 1 | | | 342.92 | 76 | 77 |
| | [illegible] | [illegible] | [illegible] | [illegible] | P 2 | | | 419.10 | 76 | 77 |
| | [illegible] | [illegible] | [illegible] | [illegible] | P 1 | | | 142.42 | 76 | 76 |
| | [illegible] | [illegible] | [illegible] | [illegible] | P 2 | | | 179.05 | 76 | 76 |
| | [illegible] | [illegible] | [illegible] | [illegible] | N 1 | | | 31.15 | 76 | 76 |
| | [illegible] | [illegible] | [illegible] | [illegible] | N 2 | | | [illegible].00 | 76 | 76 |
| | 104 | 1021 | [illegible] | [illegible] | P 1 | | | 116.00 | 76 | 78 |
| | 104 | 1021 | [illegible] | [illegible] | P 2 | | | 191.27 | 76 | 78 |
| | | | TOT | P1 | | | | 218,976.70 | | |
| | | | TOT | F2 | | .01CR | .01CR | 275,533.98 | | |
| | | | TOT | N1 | | | | [illegible].65 | | |
| | | | TOT | N2 | | .01 | .01 | 2[illegible].04 | | |
| | | | ** JOB TOTALS ** | | | ** | ** | 494,[illegible]2.37 ** | | |

| | | | | | | | | | STATE | |
|---|---|---|---|---|---|---|---|---|---|---|
| CONT NO 8651 = FA PROJ NOS BS 134002 100 | | | | | | | | 1,260,222.47 | 78 | 78 |
| | 104 | 10[illegible] | [illegible] | [illegible] | P 1 | | | 21[illegible] | 78 | 78 |
| | 104 | [illegible] | [illegible] | [illegible] | N 1 | | | [illegible] | 78 | 78 |

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: ✓State (H. S. Coulter)
Washington, D. C.
(HHO-32)

# STATE COPY

U.S. D    RTMENT OF TRANSPORTATION
FED    AL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Clatsop | DIVISION<br>Oregon |
| DATE OF REPORT<br>10-2-78 | REPORT MADE BY<br>Vincent Tabor, Asst. Area Engineer | | PROJECT NO.<br>OS-0400(1) and<br>HHS-213(26) |
| COMPLETION DATE<br>6-6-77 | ACCEPTANCE DATE BY CONTRACT AGENCY | TIME ELAPSED<br>A. 8-31-76<br>B. 300 days % | CONTRACT TIME<br>A. 9-1-76<br>B. 300 days |
| APPROVED EXTENSIONS<br>None | LOCATION Olney Cutoff Road @ N. & S. Forks Klatskanie River, and Olney Cutoff @ Nehalem Hwy. Jct. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OLNEY CUTOFF RD. @ NEHALEM HWY.
Grading, Paving, Drainage, Structures

The project provided for construction of one prestressed box beam and one prestressed bulb T-beam structure over the south and north forks Klatskanie River, respectively. It also included grading, drainage, and paving work at the Nehalem Highway and Cutoff Road junction to correct a hazardous intersection alignment problem.

Original overall project costs were estimated at $502,351, and final costs at $495,060 for an underrun of approximately 1 percent.

All pertinent documentation has been received, and the project was recommended for acceptance on June 2, 1977.

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO
FOR

10/6
cy
Keasey

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer<br>William H. Kappus | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>10/4/78 | TITLE<br>Field Operations Engineer | DATE |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7:99

8

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>6-179 | | State<br>Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County<br>Clatsop |
| MODIFICATION NUMBER<br>1 | 6-20-78 | Project Number<br>HHS-213(26) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 1976, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $237,665 | $ 223,710 |
| Federal funds | $213,889 | $ 201,339 |
| Other revisions | | |

This modification is made for the following reasons:

To reflect decrease in bid item quantities and release federal funds (appn code 142) to cover overruns in other projects

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20 day of June, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon June 15, 1978

Federal Aid Project
No. HHS-213(26)

Olney Cutoff Road Jct. Section
Nehalem Hwy. In Clatsop County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 21+00 to Sta. 26+75)

| | | | |
|---|---|---|---|
| Subtotal on previous estimate of August 6, 1976 | | | $216,050.80 |
| Previous Estimate | | | |
| Aggregate Base | 3,200 ton | 7.50 | 24,000.00 |
| Class "C" Asphalt Concrete | 950 ton | 21.00 | 19,950.00 |
| | | | 43,950.00 |
| Revised Estimate | | | |
| Agregate Base | 2,295 ton | 7.50 | 17,212.50 |
| Class "C" Asphalt Concrete | 609 ton | 21.00 | 12,789.00 |
| | | | 30,001.50 |
| | | Decrease | (13,948.50) |
| | | Subtotal | 202,102.30 |
| | | Engineering | 21,607.70 |
| | | Total | $223,710.00 |

Length of Project . . . . 0.109 mile
Cost of Roadway per mile . . . . $2,052,385.31

| | |
|---|---|
| Federal Funds | $201,339.00 |
| State Funds | 22,371.00 |
| Total | $223,710.00 |

Group 1 - 45%
Prefix 104-1021
Contract No. 8399

CL:cw

8-3-[illegible]

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO<br>[illegible] | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-16-76 | State<br>Oregon<br>County<br>Clatsop<br>Project No.<br>HHS-213(26) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 202, 1.0 Mi. S.E. of Olney, S.E. 0.11 Mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-10-76 | 0.11 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 90%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $237,655 | $213,889 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Asst. State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

By ____________________

____________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*
for G. L. Green

Date executed by Division Administrator AUG 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 6, 1976

Federal Aid Project
No. HHS-213(26)

OLNEY CUTOFF ROAD JCT. SECTION
NEHALEM HWY. IN CLATSOP COUNTY

Project agreement estimate.

Type Code 6201
Roadway (Sta. 21+00 to Sta. 26+75)

| | | | |
|---|---|---|---|
| Mobilization | All Required (60%) | | $ 32,760.00 |
| Temporary Protection and Direction of Traffic | All Required (83%) | | 1,369.50 |
| Temporary Signs | 450 sq.ft. | 2.50 | 1,125.00 |
| Temporary Barricades | 3 only | 80.00 | 240.00 |
| Flagmen | 360 hour | 14.80 | 5,328.00 |
| Clearing and Grubbing | All Required (70%) | | 7,700.00 |
| Removal of Structures and Obstructions | All Required (100%) | | 1,200.00 |
| General Excavation | 24,560 cu.yd. | 4.19 | 102,906.40 |
| Trench Excavation | 78 cu.yd. | 6.50 | 507.00 |
| Watering | 85 M-gal. | 7.00 | 595.00 |
| Aggregate Base | 3,200 ton | 7.50 | 24,000.00 |
| Class "C" Asphalt Concrete | 950 ton | 21.00 | 19,950.00 |
| 12-inch Culvert Pipe | 105 lin.ft. | 10.80 | 1,134.00 |
| 18-inch Culvert Pipe | 136 lin.ft. | 11.40 | 1,550.40 |
| Extra for Pipe Under Pavement | 35 lin.ft. | 2.00 | 70.00 |
| Concrete Inlets, Type G-1 | 1 only | 450.00 | 450.00 |
| Concrete Inlets, Type G-2 | 1 only | 450.00 | 450.00 |
| 8-inch Drain Pipe | 78 lin.ft. | 7.00 | 546.00 |
| Special Filter Material in Drains | 11 cu.yd. | 20.00 | 220.00 |
| Guard Rail, Type 1 | 25 lin.ft. | 6.00 | 150.00 |
| Guard Rail, Type 2 | 475 lin.ft. | 6.50 | 3,087.50 |
| Guard Rail, Type 3 | 50 lin.ft. | 15.00 | 750.00 |
| Guard Rail Anchors, Type 1 | 3 only | 200.00 | 600.00 |
| Rail End Pieces, Type A | 2 only | 30.00 | 60.00 |
| Rail End Pieces, Type C | 3 only | 100.00 | 300.00 |
| Extra for Asphalt Approaches | 4 only | 180.00 | 720.00 |
| Delineators | 16 only | 14.50 | 232.00 |
| Roadside Seeding and Mulching | 1 acre | 800.00 | 800.00 |
| | | | $208,800.80 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Signing (SF) | All Required (70%) | 1,050.00 |
| Permanent Striping (SF) | All Required (70%) | 1,050.00 |
| Stage Construction Striping | All Required (90%) | 4,500.00 |
| Temporary Erosion Control (EW) | All Required (60%) | 300.00 |
| Connect Guard Rail to Retaining Wall (EW) | All Required | 350.00 |
| | | $ 7,250.00 |
| | Subtotal | $216,050.80 |
| | Engineering | 21,604.20 |
| | Total | $237,655.00 |

Length of Project - - - - - - - - 0.109 Mile
Cost of Roadway Per Mile - - - - $2,180,321.10

Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - $213,889.00

State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 23,766.00

Total - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - $237,655.00

Group 1 - 45%

Prefix: 104-1021

Contract No. 8399

OLNEY CUTOFF ROAD JCT. SECTION

NONPARTICIPATING STATE WORK

| | | | |
|---|---|---|---|
| State Responsibility for Damages | All Required | $ | 500.00 |

83 9 8

December 22, 1977

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

Gentlemen:

On December 16, 1977, we wrote to you concerning release of final payment on Contract No. 8399 awarded to Hi Lo Roads, Inc., for work on the Olney Cutoff Road Junction Section of the Nehalem Highway and County Road in Clatsop County.

Final payment on this contract is $1,000 and the total contract amount is $441,052.02 including $10,041.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hi Lo Roads, Inc.
2100 Hayden Bridge Road
Springfield, OR 97477

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

7341 15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: [illegible] Jct.

WEEK ENDING: June 17, 77

SECTION PREFIX: 104-1021-9[illegible]

HIGHWAY: Nehalem & County Rd.

COUNTY: Clatsop

NAME OF JOB: [illegible] Jct.

KIND OF WORK: [illegible]

CONTRACTOR: Hi-Lo Roads, Inc.

CONTRACT NUMBER: [illegible]

FEDERAL AID PROJECT NUMBER: [illegible]-213(26) & OS-0400(1)

DATE OF CONTRACT: July [illegible], 76

DATE WORK STARTED: [illegible], 76

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 300

CALENDAR DAYS USED: 300

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $4[illegible]

ENGINEERING AUTHORIZATION: $39,787

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $444,790.39

ENGINEERING COST TO DATE: $51,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 1[illegible] %

DATE PROJECT WAS COMPLETED: June 6, 1977

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | PROJECT COMPLETED | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 11171A | 11172A | | | | | | |
| PERCENT | 100 | 100 | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 12 | Clear | 300 | | |
| MONDAY | 13 | Cloudy | | | |
| TUESDAY | 14 | Cloudy | | | |
| WEDNESDAY | 15 | Cloudy | | | |
| THURSDAY | 16 | Cloudy | | | |
| FRIDAY | 17 | Cloudy | | | |
| SATURDAY | 11 | Partly Cloudy | 300 | | |

Routing
Keasey H
Bond D
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 20 1977
CONSTRUCTION SECTION
Richards
Glen
Berg

6-21-4:30P

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | | |
|---|---|---|
| SUNDAY | 12 | No work all week. [illegible] |
| MONDAY | 13 | |
| TUESDAY | 14 | |
| WEDNESDAY | 15 | |
| THURSDAY | 16 | Project was given a final inspection by Gareld Inloes, Resident Engineer<br>Robert Moyer Region 2 Construction Engineer & [illegible] [illegible] 1, P.E. 1 Inspector |
| FRIDAY | 17 | |
| SATURDAY | 18 | No work |

## REMARKS

Project 100% complete.

Final Inspection conducted by Robert Moyer, Region 2 Construction Engineer.

SIGNED Gareld Inloes LOCATION Astoria
Gareld Inloes

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>4 99 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT | State<br>Oregon<br>County<br>Clatsop<br>Project No.<br>HHS-213(25) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 202, 0.77 mi. S.E. Olney, S.E. 0.46 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | 12-10-75 | 0.199 |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 90%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 2,885.00 | $ ~~2,596.50~~ 2597.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Acting
Deputy State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
for: G. L. Green
Date executed by Division Administrator 9/22/76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 20, 1976

Federal-Aid Project
No. HHS-213(25)

Olney Cutoff Rd. Junction Section
Nehalem Highway in Clatsop County

Project Agreement Estimate.

Type Code ROW
Rights-of-Way (Sta. 17+50 to 28+00

| | | |
|---|---|---|
| Right-of-Way | All Required | $ 435.00 |
| | Subtotal | $ 435.00 |
| | Acquisition Expense | 2,450.00 |
| | TOTAL | $2,885.00 |

Length of Project . . . . . . . . . . . . . . . 0.199 mile

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $2,~~596.50~~ 2,597- |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | ~~288.50~~ 288.- |
| TOTAL . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $2,885.00 |

Group 1 - 100 percent
Prefix 104-2509
Pro Rata 90 percent

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 18, 1976

Morton H. Zalutsky P. C.
Attorneys at Law
Bishop's House
219 S.W. Stark Street
Portland, Oregon 97204

RE: File No. 37484 - Gindroz
Olney Cutoff Road Junction Section
Nehalem Highway and County Road
Clatsop County, Oregon

Attention: Mr. Philip Rubin

Dear Mr. Rubin:

I again reiterate we have reviewed the files and surveys on right of way and property in the vicinity of the Gindroz ownership. By this review and staking of the property we are assured we are not trespassing.

If you have information contrary to the foregoing, please submit the surveys to this office and they will be considered in a further review.

You have not indicated the location of the problem as your basis for your contention. Without further data being submitted I will take no further action.

NOTED
R. L. SCHROEDER

Very truly yours,

J B Boyd

J. B. Boyd
Right of Way Engineer

JBB:jk
cc: R. L. Schroeder
Walt Barrie
Chuck Fredrickson

RECEIVED
AUG 18 1976
Office of
Assistant State Highway Engineer

**A DIVISION OF THE DEPARTMENT OF TRANSPORTATION**

**OREGON STATE HIGHWAY DEPARTMENT**

Form A-191—(7-66)
SP*F294

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: Clatsop County
Board of Commissioners
Courthouse

Astoria, OR 97103

Attention of Mr. John Dooley
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1608

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Preliminary Engineering Advance Deposit $3,300.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the preliminary engineering for the N. and S. Forks of the Klaskanine River Bridge on Olney Cut-off Road<br>Covered by agreement dated 11/5/75 | | $2,800.00 |
| | | To be retained | | $ 500.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 3,300.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
204-1924-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved: George N. Hopkins
G. N. Hopkins
Department Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

orm A-101—(7-65)
P*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Request No. (assigned by staff engineer or head of division) cc 1602

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Address invoice to: Clatsop County
Board of Commissioners
Courthouse
Astoria, OR 97103

Attention of Mr. John Dooley
Roadmaster

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Advance Deposit | | $55,800.00 |
| | | Partial transfer of the advance deposit for the construction of the N. and S. Forks Klaskanine River (Olney Cut-off) Bridge<br>Covered by agreement dated 11/5/75 | | $44,800.00 |
| | | To be retained | | $11,000.00 |

Credit distribution:
104-1021-297

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 55,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved: George N Hopkins
G. N. Hopkins Department Head or Staff Enginee

ll be forwarded through the division engineer to the staff engineer or division head. Sta
Additional copies may be prepared for and retained by the divisio
copy shall be submitted for the use of th

8299 13

# STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-64 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Clatsop |
| MODIFICATION NUMBER<br>1 | | Project Number<br>OS-0400(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 3, 1976

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 15,000 | $ 280,972 |
| Federal funds | $ 11,700 | $ 219,690 |
| Other revisions | | |

This modification is made for the following reasons:

Increased cost of preliminary engineering and letting of contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 1976.

| | |
|---|---|
| OREGON STATE HIGHWAY DIVISION<br>*(Official name of Highway Agency)* | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION |
| By ES Hunter | By<br>*(Division Administrator)* |
| Assistant State Highway Engineer<br>*(Title)* | For: G.L. Green |
| By | |
| *(Title)* | |
| By | |
| *(Title)* | |

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, OR August 6, 1976

Federal-Aid Project
No. OS-0400(1)

## OLNEY CUTOFF ROAD JUNCTION SECTION

## COUNTY ROAD IN CLATSOP COUNTY

Revised Project agreement estimate.

### Type code P. E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $25,000.00 |

### Type code 6201

### Roadway (Sta "BR" 0+12 to Sta BR 3+25) (Sta 22+00 to Sta 26+50)

| | | | |
|---|---|---|---|
| Mobilization | All Required (40%) | | $21,840.00 |
| Temporary Protection and Direction of Traffic | All Required (17%) | | 280.50 |
| Temporary Signs | 150 Sq. Ft. | 2.50 | 375.00 |
| Temporary Barricades | 2 Only | 80.00 | 160.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 50 lin. ft. | 2.00 | 100.00 |
| Flagmen | 40 Hour | 14.80 | 592.00 |
| Clearing and Grubbing | All Required(30%) | | 3,300.00 |
| General Excavation | 470 cu. yd. | 4.19 | 1,969.30 |
| Toe Trench Excavation | 440 cu. yd. | 6.50 | 2,860.00 |
| Trench Excavation | 3 cu. yd. | 6.50 | 19.50 |
| Watering | 15 M-Gal | 7.00 | 105.00 |
| Aggregate Base | 1,300 Ton | 7.50 | 9,750.00 |
| Class "C" Asphalt Concrete | 350 Ton | 21.00 | 7,350.00 |
| 12-inch Culvert Pipe | 60 lin. ft. | 10.80 | 648.00 |
| Guardrail Type 2 | 250 lin. ft. | 6.50 | 1,625.00 |
| Guardrail Type 3 | 50 lin. ft. | 15.00 | 750.00 |
| Guardrail Anchors, Type 1 | 1 Only | 200.00 | 200.00 |
| Guardrail Anchors, Type 2 | 1 Only | 200.00 | 200.00 |
| Rail End Pieces, Type C | 1 Only | 100.00 | 100.00 |
| Guardrail in Stockpile | All Required | | 1,400.00 |

|  |  |  |  |
|---|---|---|---|
| Extra for Asphalt Approaches | 4 Only | 180.00 | 720.00 |
| Loose Riprap, Class 700 | 420 cu. yd. | 6.80 | 2,856.00 |
| Filter Blanket | 85 cu. yd. | 6.00 | 510.00 |
| Delineators | 16 Only | 14.50 | 232.00 |
| Roadside Seeding and Mulching | 1 Acre | 800.00 | 800.00 |
|  |  |  | $58,742.30 |

Anticipated Items

|  |  |  |
|---|---|---|
| Permanent Signing | All Required (30%) | 450.00 |
| Permanent Striping | All Required (30%) | 450.00 |
| Stage Construction Striping | All Required (10%) | 500.00 |
| Temporary Erosion Control (EW) | All Required (40%) | 200.00 |
|  |  | 1,600.00 |

|  |  |
|---|---|
| Subtotal | $60,342.30 |
| Engineering | 8,145.70 |
| TOTAL | $68,488.00 |

Type code X081

S.F.K. Klaskanine River Br. No. 11171A (Sta 23+41 to Sta 24+24)

| | | | |
|---|---|---|---|
| Shoring, Cribbing,Etc. | All Required | | $3,000.00 |
| Structure Excavation | 30 cu. yd. | 10.00 | 300.00 |
| Furnish HP 10x42 Steel Piling | 570 lin. ft. | 8.00 | 4,560.00 |
| Drive Steel Piles | 10 Only | 500.00 | 5,000.00 |
| Splice Steel Piles | 3 Only | 25.00 | 75.00 |
| Structural Concrete, Class 3300 (35cy) | All Required | | 10,000.00 |
| 4'x80'/85' Prestressed Box Beams | 6 Only | 4,850.00 | 29,100.00 |
| Reinforcement (3,800 lb) | All Required | | 1,000.00 |
| Metal Rail With Channel | 200 lin. ft. | 30.00 | 6,000.00 |
| | | | 59,035.00 |

Type code x081

N.F.K. Klaskanine River Br. No. 11172A (Sta "BR" 0+34 to Sta "BR" 1+10)

| | | | |
|---|---|---|---|
| Bridge Removel Work | All Required | | $3,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 3,000.00 |
| Structure Excavation | 200 cu.yd. | 5.00 | 1,000.00 |
| Structure Excavation Below Elevations Shown | 20 cu. yd. | 5.00 | 100.00 |
| Furnish HP 10x42 Steel Piling | 925 lin.ft. | 8.00 | 7,400.00 |
| Drive Steel Piles | 25 Only | 500.00 | 12,500.00 |
| Splice Steel Piles | 6 Only | 25.00 | 150.00 |
| Structural Concrete, Class 3300 (145 cy) | All Required | | 35,000.00 |
| Structural concrete, Class 4000 (60 cy) | All Required | | 13,000.00 |
| 75'/80' Type IV Prestressed Beams | 4 Only | 5,500.00 | 22,000.00 |
| Reinforcement (34,800 lb) | All Required | | 9,000.00 |
| | | | 106,150.00 |

(cont.)

| | |
|---|---|
| Subtotal | $165,185.00 |
| Engineering | 22,299.00 |
| Total | $187,484.00 |

| | |
|---|---|
| Length of Roadway | 0.114 mile |
| Length of Structures (2) | 0.030 mile |
| Total | 0.144 mile |
| Cost of Roadway Per Mile | $600,771.92 |

Summary of Funds

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| P.E. | $25,000.00 | $19,547.00 | $5,453.00 |
| Roadway | 68,488.00 | 53,550.00 | 14,938.00 |
| Structures | 187,484.00 | 146,593.00 | 40,891.00 |
| Total | $280,972.00 | $219,690.00 | $61,282.00 |

Group 2 55%
Contract No.
Prefix 8399

204-1924 P.E.

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br>3 3 76 | State **Oregon**<br>County **Clatsop**<br>Project No. **0S-0400(1)** |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., approximately 1/2 mi. S.E. of Olney

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 11-11-75 | 0.028 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 15,000 | $ 11,700 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By Ed Hunter
Assistant State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator MAR 3 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, February 25, 1976

Federal Aid Project
No. OS-0400(1)

North and South Fork Klaskanie River Bridges
County Road in Clatsop County

Project Agreement Estimate.

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $15,000.00 |
| | Total | $15,000.00 |

Length of Project - - - - - - - - - - 0.028 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| P.E. | $ 15,000.00 | $ 11,700.00 | $ 3,300.00 |
| Retain in P.S. & E. | | | |
| Const. 2 bridges | 285,000.00 | 222,300.00 | 62,700.00 |
| Total | $300,000.00 | $234,000.00 | $66,000.00 |

Prefix 204-1924

5299 P

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 10, 1976

Morton H. Zalutsky P. C.
Attorneys at Law
Bishop's House
219 S.W. Stark Street
Portland, Oregon 97204

Attention: Philip Rubin

Dear Mr. Rubin:

Re: File No. 37484 - Gindroz
Olney Cutoff Road Junction Section
Nehalem Highway and County Road
Clatsop County, Oregon

I am in receipt of your letter of August 5, 1976. I have contacted our Resident Engineer, Gareld Inloes. He assures me that the right-of-way for this project is staked in the field. There is no conflict with your client's property other than minor trespasses of a temporary and superficial nature. You are welcome to view, both the project and the staking of the right-of-way in the field to assure yourself that what I have told you is correct. We will not take any further action and will proceed with our work as we are satisfied of the foregoing.

We thank you for your attention and are sorry that your client has problems with this needed improvement in the area of Olney.

Very truly yours,

J. B. Boyd
Right of Way Engineer

NOTED
R. L. SCHROEDER

RECEIVED
AUG 11 1976
Office of
Assistant State Highway Engineer

JBB:jc

cc: R. L. Schroeder ✓
Walt Barrie
Chuck Fredrickson
Gareld Inloes
Les Hampton
Assistant Attorney General

OSR
Clatsop Co

FORM 81-734-3030

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 104-1021

Salem, Oregon
July 21, 1976

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT:

TO: Memo to the Files

I discussed the Olney Cutoff Road Junction project with John Dooley, Clatsop County Roadmaster. Mr. Dooley assured me he went to the County Commissioners and explained the bid was 20 percent over the estimate. The Commission wishes to proceed with the project.

Mr. Dooley has written the requisition for an advance deposit. The Highway Division will receive the check in the amount of $55,800 Wednesday or Thursday of this week.

Hal - [redacted]

POS/elf

RECEIVED
COUNTY & CITY SECTION
JUL 21 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

OSR
Clatsop Co

July 13, 1976

Clatsop County Board of Commissioners
Courthouse
Astoria, OR 97103

Attention Mr. John Dooley
Roadmaster

Gentlemen:

On July 8, 1976, the lowest of six bidders on the Olney Cutoff Road (North and South Fork Klaskanine River Bridges) Section was HI-LO Roads, Inc., Springfield, Oregon 97477. Their bid is approximately 20% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required prior to awarding the contract.

| | |
|---|---|
| Bid Items | $223,927.30 |
| Permanent signing | 450.00 |
| Permanent striping | 450.00 |
| Stage construction striping | 500.00 |
| Temporary erosion control | 200.00 |
| 9% engineering | 20,297.45 |
| 4-1/2% contingencies | 10,148.73 |
| Estimated Total County Share of Construction Costs | $255,973.48 |

County Advance Deposit Would Be:
21.8% of $255,973.48 = $55,802.22 or say $55,800.00

Please make your check in the amount of $55,800 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P.O. Box 30, Salem, OR 97310.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:mm

bc: w/att: Phil Stearns - Upon receipt of County's check, notify Program Management at 378-6563, attach copy of notification of advance deposit #AD-221 and submit to Finance Branch.

☒ ENGR ☐ ASST ☒ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 16, 1976

AGENDA
JUN 29 1976

TO: Oregon Transportation Commission

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

1) Catherine Creek Section,
La Grande-Baker Highway, Union County

2) Slater Creek-Mystic Creek Section,
Coos Bay-Roseburg Highway, Douglas County [illegible]

3) Pine Grove-Wapinitia Road Section,
Wapinitia Highway, Wasco County no h-

4) Malheur River Bridge Section,
Olds Ferry-Ontario Highway, Malheur County [illegible] 6, 1975 [illegible]

5) Ritner Creek Bridge Section,
Kings Valley Highway, Polk County C.I.D. Jan. 15, 1975 Federal

6) Silver Point Slide Section,
Oregon Coast Highway, Clatsop County no h-

7) Poormans Creek Section,
Jacksonville Highway, Jackson County no h-

8) Olney Cutoff Road Junction Section,
Nehalem Highway, Clatsop County [illegible] h-

In order to place these relocated segments of highways on the State Highway System, your approval of these surveys is requested.

Fra

The work has been accomplished consistent with the governing State and Federal regulations.

This matter will be on the agenda at the June 29, 1976 Commission meeting for your consideration.

Attachments

bc Robert Burco
Cecil Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
C. O. Fredrickson
Alfred Shirley
Carl Williams
W. E. Schwartz

BLG/ljt/ESH:ja

NOTED
C. W. HEAD

COPY FOR ~~Mr.~~ agenda file
From Cecil Head

# HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs on the following sections of state highways:

a. Catherine Creek Section of the La Grande-Baker Highway in Union County,

b. Olney Cutoff Road Junction of the Nehalem Highway in Clatsop County,

c. Pine Grove-Wapinitia Road Section of the Wapinitia Highway in Wasco County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, no public hearings were required on the above sections; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Catherine Creek Section in Union County, the Olney Cutoff Road Junction Section in Clatsop County and the Pine Grove-Wapinitia Road Section in Wasco County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the route location and highway design as shown on the Engineer's map of the Catherine Creek Section of the La Grande-Baker Highway, beginning at Highway Engineer's Station 492+40 east of Hot Lake and extending in a southeasterly direction to Highway Engineer's Station 514+15.6 west of Catherine Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-611 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

June 29, 1976

1b. That the route location and highway design as shown on the Engineer's map of the Olney Cutoff Road Junction Section of the Nehalem Highway, beginning at Highway Engineer's Station 18+00 just west of the Junction and extending in an easterly and southerly direction to Highway Engineer's Station "Br" 4+00 just south of the North Fork Clatskanie River and extending back north of the river and east to Highway Engineer's Station 28+00 just east of the Junction which map for identification purposes bears Survey Design Approval Map File No. 1R-4-613 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

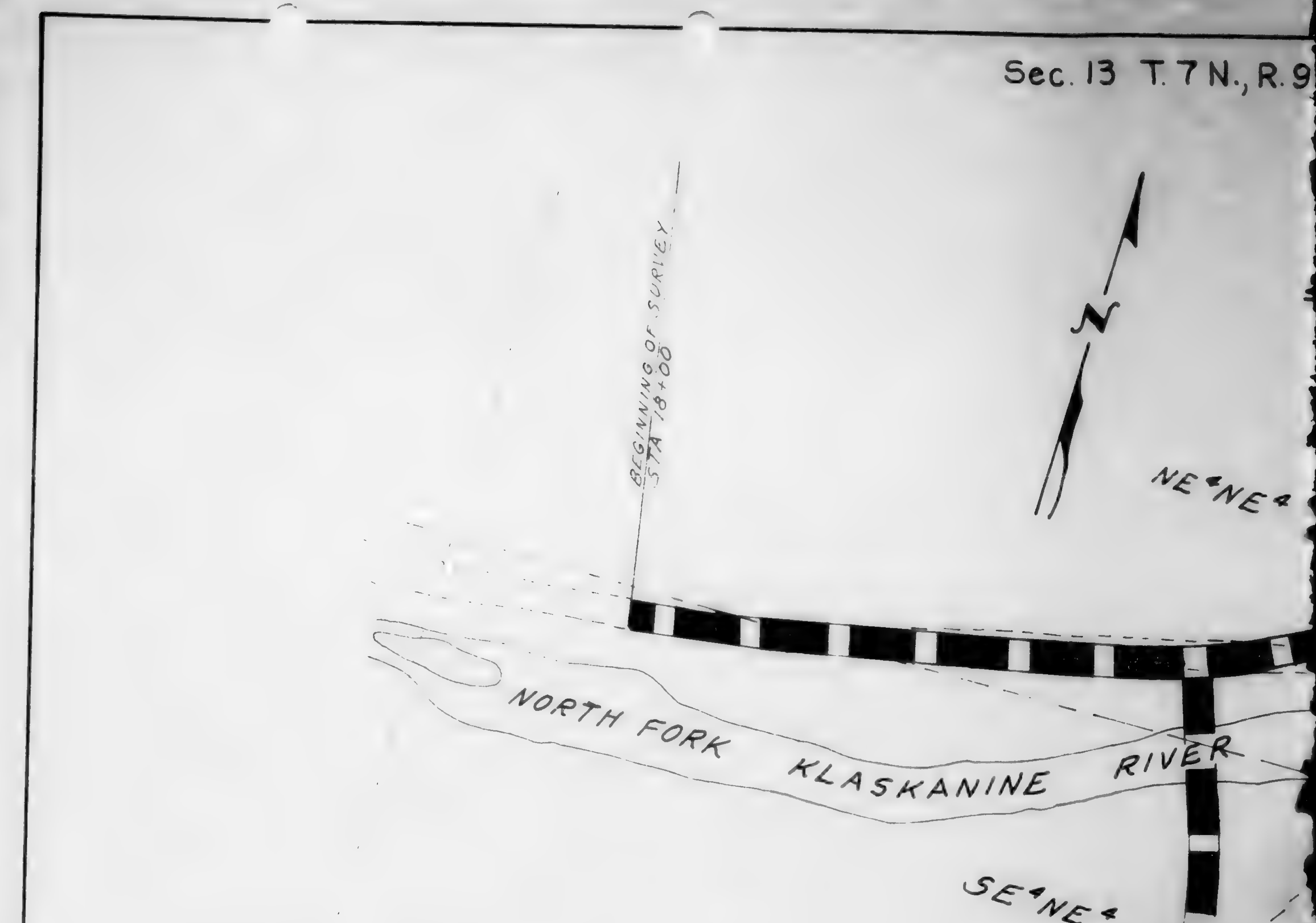
1c. That the route location and highway design as shown on the Engineer's map of the Pine Grove-Wapinitia Road Section of the Wapinitia Highway, beginning at Highway Engineer's Station 1058+40 in the community of Pine Grove and extending in an easterly direction to Highway Engineer's Station 1294+74.85 just east of Wapinitia Creek which map for identification purposes bears Survey Design Approval Map File No. 1R-4-618 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with no access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 29th day of June, 1976, as "Highway Corridor and Design Resolution No. 416."

June 29, 1976



Sec. 13 T. 7 N., R. 9
N
BEGINNING OF SURVEY STA 18+00
NE¼NE¼
NORTH FORK KLASKANINE RIVER
SE¼NE¼
END OF SURVEY STA "Br" 4+00
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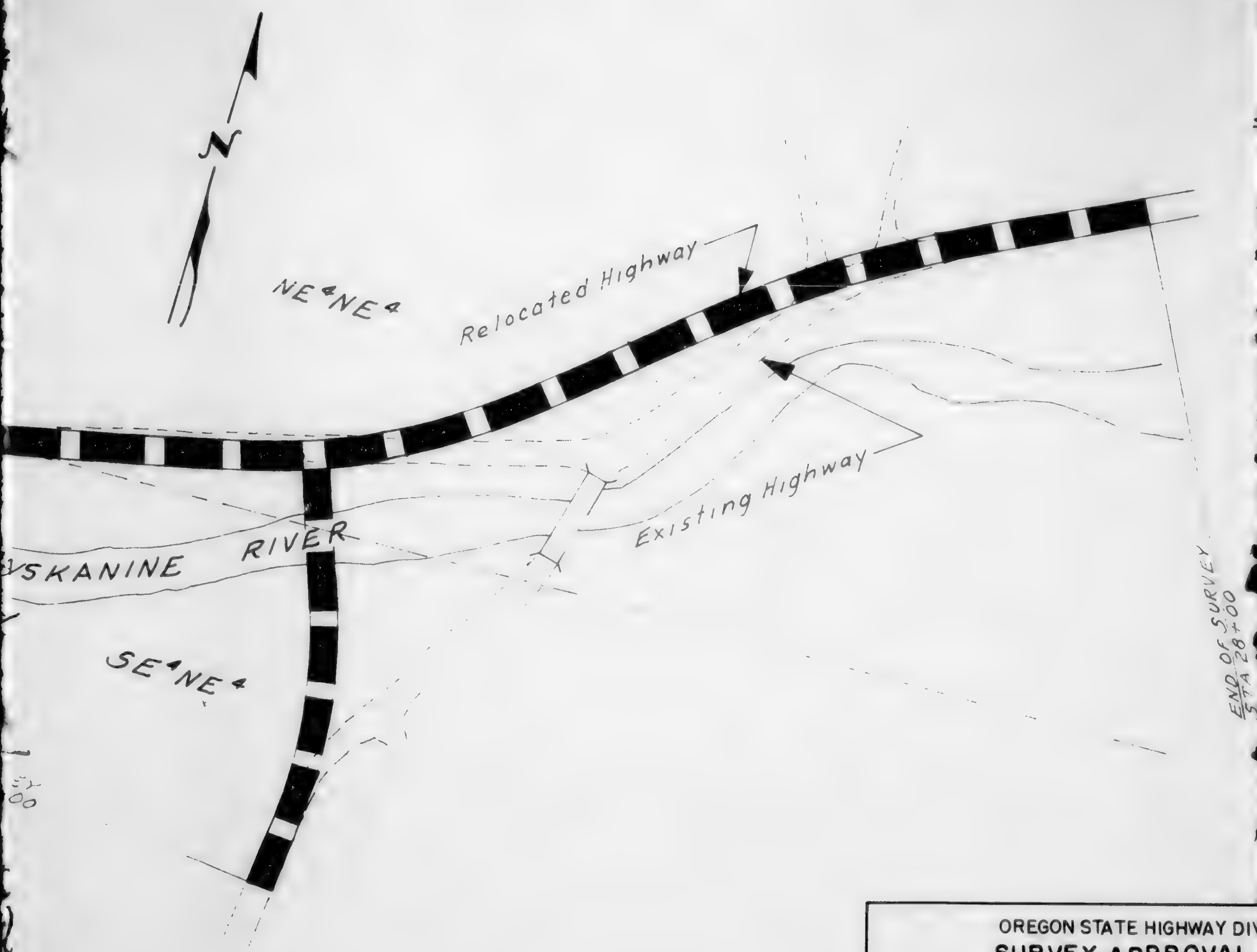
Sec. 13 T. 7 N., R. 9 W. W. M.


N
NE¼NE¼
Relocated Highway
Existing Highway
SKANINE RIVER
SE¼NE¼
END OF SURVEY
STA 28+00

OREGON STATE HIGHWAY DIV

SURVEY APPROVAL

## OLNEY CUTOFF R

NEHALEM HIGHWA

CLATSOP COUNTY

PUBLIC HEARING ........ None Required

THROUGHWAY RESOLUTION ADOPTED ........ None Required

ACCESS CONTROL ........ None

APPROVED: 6-11-, 1976

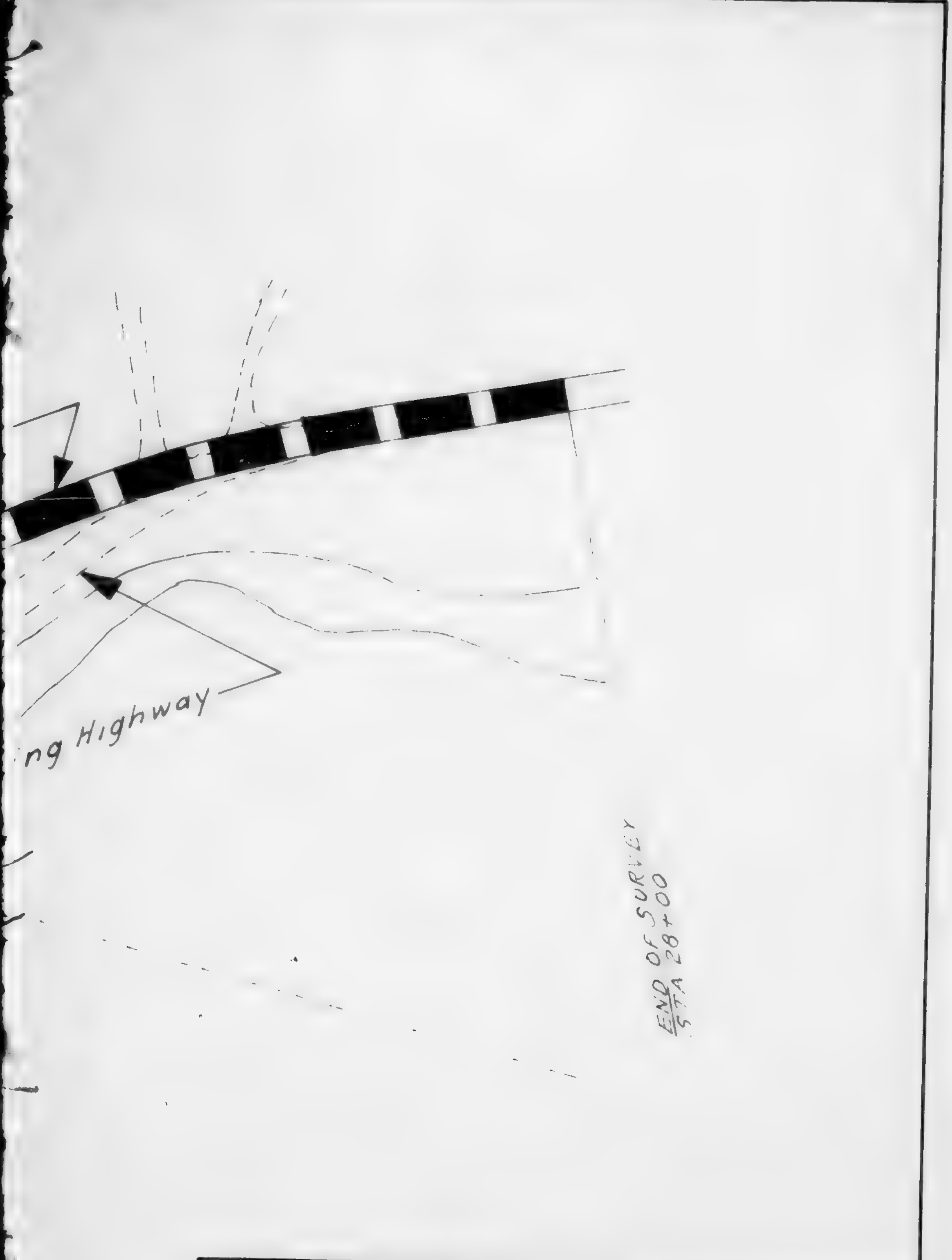
DEPUTY STATE HIGHWAY ENGINEER

SCALE: 1" = 100'

DATE:

FOR DETAILS SEE DRG. NO. 1R-4-59

1R-4-613


ng Highway
END OF SURVEY
STA 28+00

one Required
one Required
one

NGINEER

OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP

**OLNEY CUTOFF RD. JCT.**
NEHALEM HIGHWAY
CLATSOP COUNTY

| | |
|---|---|
| SCALE: 1" = 100' | DATE: June, 1976 |

FOR DETAILS SEE DRG. NO. 1R-4-590

PRO 6-2

June 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

NAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Project Management Engineer

SUBJECT P.S. and E. Authorization Request

P.S. and E. documents have been submitted to your department for the following Federal Aid project and, accordingly, we are requesting your authorization to advertise for bids to be received on July 8, 1976.

HHS-213(26) Olney Cutoff Rd. Jct. Section

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisistion of real property in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

CL:md

102

ALL CLEAR 6/11/76

Donald L. Trout

## ENVIRONMENTAL REVIEW

Section Olney Cutoff Rd. Jct.
Highway Nehalem and Co. Rd.
County Clatsop Region 2
Type of Work [illegible]
Funds HHS 05

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ No significant problems anticipated

DIVISION OF STATE LANDS: Yes - Special Conditions are in the job specifications -

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: Thru DSL

CORPS OF ENGINEERS: Permit not reqid if work completed prior to 7-1-77 - See Keyes memo of 4-22-76

DEPT. OF ENVIRONMENTAL QUALITY: N/A

D.E.Q - Noise: Project Assessment anticipates no significiant problem

OTHER: Archaeological Study: Survey to be ordered if deemed necessary by Environmental Section -

6-11-76 Not deemed necessary Potter to Trout by phone

8341

15

## LETTER OF APPROVAL AND/OR AUTHORIZATION

..HS-213(26)

STATE PROJECT NO.
Olney Cutoff Road Jct.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-83

COUNTY NAME
Clatsop

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6/10/76

FEDERAL ROUTE NUMBER
Secondary Route 601

STATE ROUTE NUMBER
Secondary Route 102

GENERAL LOCATION:
SR 202 1.0 miles SE of Olney, SE 0.11 miles.

GENERAL DESCRIPTION OF WORK:
Grade, drain, and high-type pavement (miles .11, Code 6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
Program Approval
(TEC $186,600, FF $167,940.)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/10/76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.1 are applicable and also concur that it is a nonmajor action as set forth in FHPM 7-7-2.

DATE
6/10/76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-491-

PRO 6-2

June 10, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-213(26)
Clatsop County

We are submitting program data for one project, Item No. 83, Project No. HHS-213(26), "Olney Cutoff Road Juction Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

It is our present intention to receive bids for this project on July 8, 1976.

The work under this project is to be accomplished under the same contract as Project No. OS-0400(1). The overall contract will be known as "Olney Cutoff Road Junction Section".

JLG:md

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 10, 1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 202, 1.0 mi. S.E. of Olney, S.E. 0.11 mi.<br>21 65 | ADT | PRESENT<br>500 | FUTURE<br>900<br>(66) (70) | YEAR<br>96<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Gr., Dr., & H.T. Pave<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>HHS-<br>14 23 | NUMBER<br>213<br>7 |

| | | | | |
|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>(Section 209) High Hazard Locations | COUNTY NAME<br>Clatsop | | |
| | NAME OF URBAN AREA<br>----<br>17-31 | ROUTE NO. S | FEDERAL-AID<br>601<br>(32) | STATE<br>102<br>(36) (37) |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6201 | | "Olney Cutoff Rd. Jct. Sec." | .11 | 186,600 | 167,940 | 18,660 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE<br>1 | PREPARED BY<br>JLG | PROJECT TOTALS | .11 | 186,600 | 167,940 | 18,660 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (15) (23) | (24) (33) | REMARKS | |

REMARKS
Additional Data: Item Nos.
Project Nos. HHS-213(23) &

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 10, 1976

| 5 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| . S.E. of Olney, S.E. 0.11 mi. 68 | ADT | 500 | 900 (66) (70) | 96 (71) (72) | 10 | Oregon | 41 (2) (3) | 142 (4) (9) | 83 (14) (18) |

| r 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 23 | NUMBER 7 | SEQ. NO. 13 | I Projects Only POST MI. (24) (26) | DESIG. 27 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | HHS- | 213 | (26) | | |

| | COUNTY NAME | CODE (14) (16) | PROGRAM STAGE |
|---|---|---|---|
| 209) High Hazard Locations | Clatsop | 007 | ☐ 1 OR ☒ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 601 (32) | 102 (36) | ---- (37) (41) |

ESTIMATED PROJECT COST BY PHASES

| P | TERMINI (Full description) | MILES (54) (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| | "Olney Cutoff Rd. Jct. Sec." | .11 | 186,600 | 167,940 | 18,660 | | |
| JLG | PROJECT TOTALS | .11 | 186,600 (16) (23) | 167,940 (24) (33) | 18,660 | | |

REMARKS
Additional Data: Item Nos. 42 & 65;
Project Nos. HHS-213(23) & (25) respectively.

-Over-

## OLNEY CUTOFF ROAD JCT. SECTION

## PROJECT NO. HHS-213(26)

REMARKS: Continued.

Project Data: The work consists of grade, drain, high-type pave two 12-foot lanes with 4-foot shoulders and other incidental work common to this type of project.

Note: (1) This project is in Congressional District No. 1.

(2) The work under this project is to be accomplished under the same contract as Project No. OS-0400(1). The overall contract will be known as "Olney Cutoff Rd. Jct. Section".

377

102

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 21, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Olney Cutoff Rd. Jct. Sec.
Nehalem and County Road
Clatsop County

TO: MEMO TO THE FILE

A review of the alignment around the rock point in the vicinity of Station 24+00 was done in an attempt to reduce the amount of cut through the rock point and thereby produce a cost savings.

A revised alignment, utilizing reversing 12° curves, produced a $24,600 reduction in excavation costs; however, this increased structure and retaining wall costs by $20,000.

The savings of $4,600 is not considered sufficient to offset the redesign costs involved and the resulting low standard slignment. We will stay with the present alignment as shown on the plans.

DOC:az
cc: W. E. Cole
T. G. Thompson

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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MAY 21 1976
ROAD DESIGN SECTION

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FORM 81-734-3030

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 20, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Olney Cutoff Road Jct. Sec.
Nehalem & County Road
Clatsop County

We have reviewed Mr. Philip Rubin's letter of May 13, 1976, concerning the proposed construction affecting the property of Mr. and Mrs. Frank Gindroz and have revised our design to stay within the existing 30 foot right-of-way.

This information was telephoned to Mr. Boyd on Wednesday, May 19, 1976.

Mr. Litchfield also advised us on May 19, 1976 that he would like information so that the field can stake the right-of-way line and highway centerline in this area for purposes of resolving the conflict with all concerned. This information was supplied to him.

DOC:az
cc: J. B. Boyd (w/encl.)
C. O. Fredrickson (w/encl.)

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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Other

MORTON H. ZALUTSKY P. C.
ATTORNEYS AT LAW

MORTON H. ZALUTSKY
PHILIP RUBIN

BISHOP'S HOUSE
219 S. W STARK STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 224-0500

ENGINEER
RECEIVED
1976

May 13, 1976

Mr. J. B. Boyd
Right-Of-Way Engineer
Oregon Highway Division
Highway Building
Salem, Oregon 97310

Re: File 37484
Olney Cutoff Road Junction
Nehalem Highway

Dear Mr. Boyd:

Thank you for your prior letter dated May 11, 1976.

We commissioned Mr. Ronald McReary, a civil engineer, to study the project proposed by the Oregon State Highway Division. I strongly believe that as a reasonable man, you will cancel the proposed taking of my client's property after you have considered the following points which Mr. McReary made based on his study.

1. Taking Not Required

Based on his review of the proposed construction plan, Mr. McReary has advised me that the property which you propose to take has very little, if anything, to do with the proposed highway project. Instead, the proposed taking really relates to a planned construction of a bridge presumably to be carried out by Clatsop County if and when the funds are available. He states that the dangerous point on the road can be corrected without the need to take my client's property.

2. Change Course Of River - Environmental Damage

According to Mr. McReary, the proposed construction on my client's property requires a planned bank protection (riperap) along the bank facing the highway. This will deflect the thread of the flow of stream during high stages (flood stages) which will cause a deflection of the natural flow direction. The result will be to severly erode the southerly bank of the stream and to cause

cc D. CHRISTIANSEN

cc [illegible]
Wolfe
Welch

cc C Fredrickson

NOTED
D. O. Christensen

a gravel bar to form in the middle of the stream. At lower flows, the deflected river will continue to cut away the bank. At higher flows, the bank will be cut even more so, causing the island (gravel bar) to get bigger. The ultimate result will be to disturb the natural channel of the stream and to cause damage to the fish. Undoubtedly, the change in the course of a river can cause problems for the wildlife that depend on the river.

3. Damage To Fish

The proposed construction calls for the removal of the large trees along the bank facing the highway. Mr. McReary states that the existing trees prevent the rays of the sun from directly hitting the young fish during the months of May to October. Removal of these trees will mean that the young fish will no longer receive the required "shading". This could seriously hurt the fish.

4. No Environmental Impact Study Made

Mr. McReary has examined the proposed construction plans and finds no environmental impact study. It appears that an environmental impact study has not been made. Such a study would indicate the damage that would be caused to the environment by the proposed construction along the bank of the river. You should note that the federal government which, according to Mr. McReary, will provide the funds for the proposed construction requires that an environmental impact study be made before the federal government issues funds to the state. Indeed, federal law requires such a study.

5. Legal Description Of Property

Mr. McReary states that the description of the property in the option agreement is not an acceptable legal description because it is based upon lines and stationing of the designing highway engineer. We cannot hire a surveyor to survey the property based upon your description. The red flagging represented to me to be the general location of the property is actually different than the description shown on the construction plans and sketches sent to me.

My clients believe as you do that the dangerous point on the Nehalem Highway must be corrected. But it is clear from Mr. McReary's study that you can eliminate this dangerous point without taking my clients' property. Indeed, according to Mr. McReary, it is clear from the construction plans that the taking is really a subterfuge and that the property will be used by Clatsop County in building a future bridge.

Finally, by avoiding the unnecessary construction along the banks of the river, the serious damage to the environment and the fish will be prevented.

I hope this letter will convince you that taking my client's property is totally unnecessary. My clients are prepared to litigate this issue in the Oregon courts, if necessary, to prevent the needless taking of property. I do hope we can avoid such litigation. Please call me if you have any questions or wish to discuss this matter further.

Very truly yours,

MORTON H. ZALUTSKY P.C.

Philip Rubin

Philip Rubin

PR/pjp
cc: Mr. & Mrs. Frank Gindroz
Mr. Ronald McReary

1 Versteeg
2 Olson
Copy Christensen
Scott
Copy Swenson
Savage
Copy Trout

RECEIVED
MAY 18 1976
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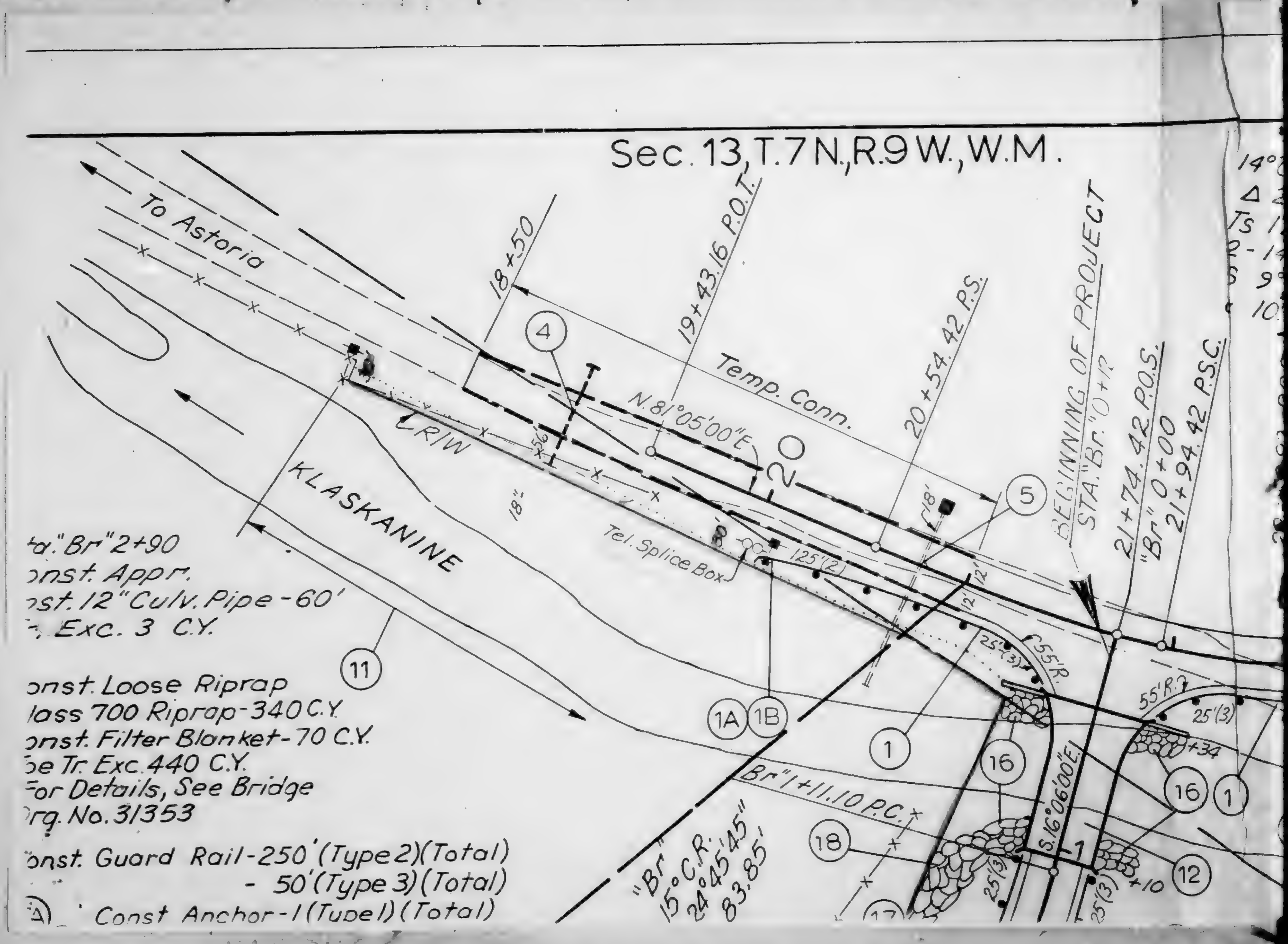
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ost. 12" Culv. Pipe - 60'
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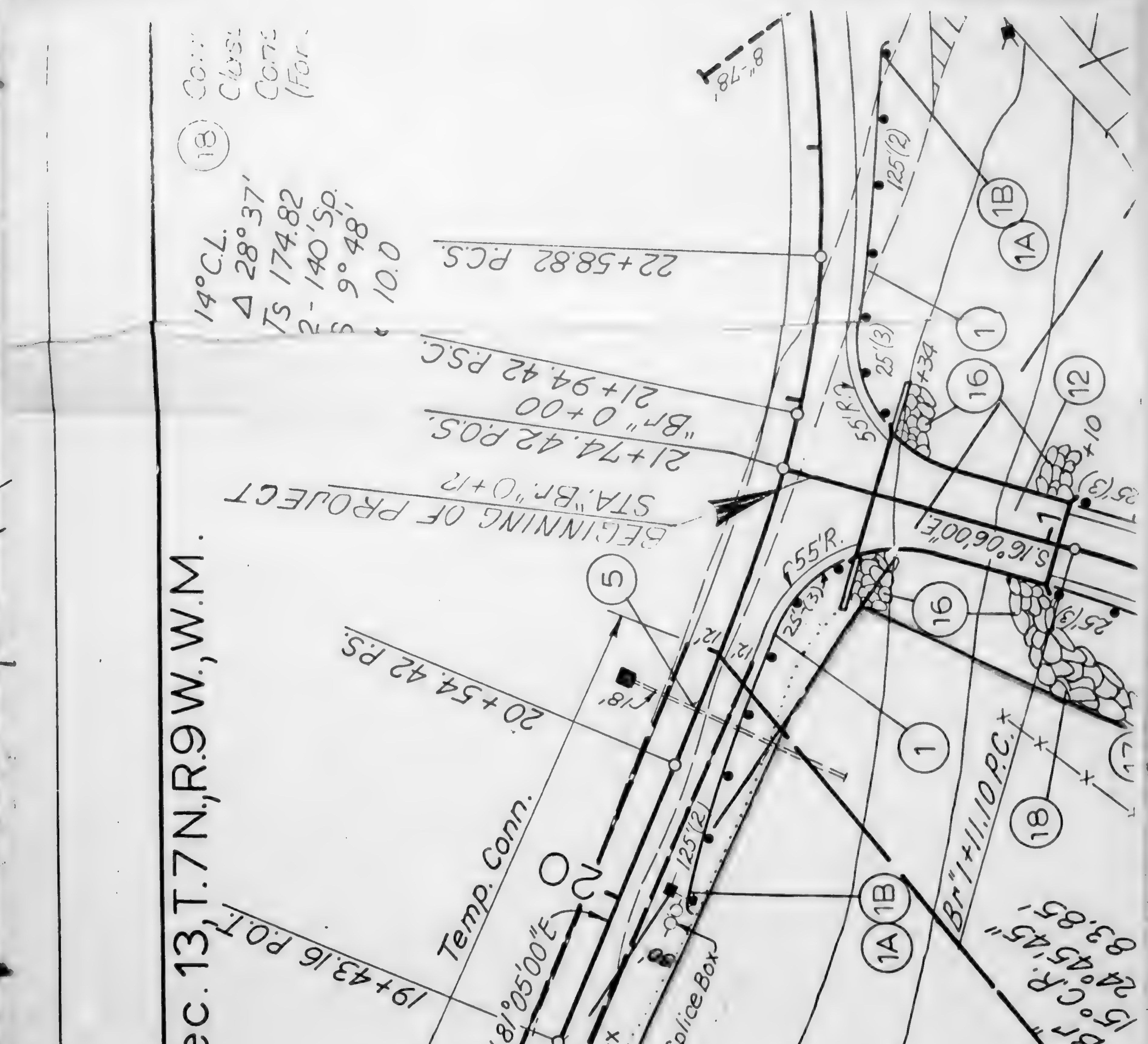
onst. Loose Riprap
lass 700 Riprap - 340 C.Y.
onst. Filter Blanket - 70 C.Y.
be Tr. Exc. 440 C.Y.
For Details, See Bridge
rg. No. 31353
onst. Guard Rail - 250' (Type 2) (Total)
- 50' (Type 3) (Total)
Const Anchor - 1 (Type 1) (Total)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102

Salem, OR 97310
May 19, 1976

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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Morton H. Zalutsky P.C.
Attorneys At Law
219 S.W. Stark Street
Portland, OR 97204

SUBJECT: File 37484 - Gindroz
Olney-Cutoff Road Junction
Nehalem Highway
Clatsop County

Attention Philip Rubin

Dear Mr. Rubin:

I have reviewed your May 13 letter and I do not necessarily agree with all the points that you have made. However, on this review, plans are being developed to utilize only that right of way presently owned by the Highway Division which lies thirty feet on either side of the existing center line. In the cause of your client and the extensive amount of work that you have done on this file, I am glad that we can make the modifications which are necessary to comply with your wishes.

If any changes develop in our program, we will immediately contact you.

Very truly yours,

J. B. Boyd
Right Of Way Engineer

NOTED
JOHN R. OAKES

JBB:ha
cc Hal Versteeg
C. O. Fredrickson
Rod Henry
Jack Sollis

This is a cancellation Letter adele [illegible] 5-21-76

Adela:
Please mfo.

BU 9-20 to Calif LP. ? cancel file

NOTED
K. A. CHATWOOD

cc To A. Riveness
A.J. Viducich
F. Lowie
M. Meade
V. DeGuire
A. Crosswell

OSR
Clatsop Co

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-0400(1)
Project Name Olney Cut-off Road Jct. Section
Nehalem County Road, Off-System Project

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ______________, Oregon, this _____ day of __________, 19__

County of Clatsop

Hiram C. Johnson
Chairman

Commissioner

Albert W Palmer
Commissioner

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COUNTY & CITY SECTION
[illegible]
☐ ENGR. ☐ COOR. ☑ UE ☐ [illegible] ☐ UE
☐ DPE ☐ CE ☒ RE ☐ RPE ☐

C.C. John Oaks
Cliff Laux

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/76

102

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

April 22, 1976

Donald E. Keyes

FROM: D. E. Keyes
Location Liaison Engineer

SUBJECT: Olney Cutoff Road Junction Section
Clatsop County

TO: FILE

On April 20 I telephoned John Payne of the Portland District Corps of Engineers to ascertain whether a Corps permit would be required for the construction of the bridges over the North Fork Klaskanine River and the South Fork Klaskanine River that are included in the subject project. It was agreed that both rivers enter the Klaskanine River above the designated point of traditional navigable water and the north and south forks would not be considered primary tributaries to a navigable stream.

In this case a Corps permit is not required under Phase II of Corps permit program which becomes effective on July 1, 1976. However, if some of the work below ordinary high water within the waterway is still to be done after July 1, 1977, when Phase III becomes effective, a Corps permit will be required.

DEK:mc

cc L. W. Rulien
J. H. Versteeg ✓
W. J. Hart
C. O. Fredrickson

1 ✓
2 Doc
Copy Swenson
Copy Trout

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26 1976
ROAD
SECTION

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Brandy

**REFERRED TO**

Beard ____ Reed ____
✓ Cole WEL Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
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BY FINAL DESIGN ENGINEER

E-419—(Rev. 7-71)

OREGON STATE HIGHWAY DIVISION

## Right of Way Section

INTER-OFFICE COMMUNICATION

To File
File No. 37484
From Bill Werner
Olney Cut Off Rd. Jct
Nehalem Hwy
Clatsop Co.
Date 3-8-76
Subject

State will not be obligated to reconstruct fence.

REFERRED TO
Beard
Cole WEG
Eriksen
Hager
Reed
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Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

102

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

**FILE: 104-1919-901**

Astoria, Oregon
March 3, 76

FROM: Gerald Inloes
Resident Engineer

TO: Gerald Wimer
Region 2 Const. Engineer
Salem

SUBJECT: Olney Cutoff Rd. Jct. Section

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The following is a list of recommended revisions or additions to the subject project bid items and/or special provisions. These items were discussed by telephone, with you, Jim Chaney, Cliff Lehman and Richard Doren this date.

WORK ITEM: "11" Remove Fence (205') Sta. 1c to 19+80

Recommend: Fence should be replaced.

WORK ITEM: "16" Random Fill

Recommend: River bank should be rip-rapped with Stage IV Bluff Excavated Material.

RECOMMEND:

Special Provisions and or Bid Item, should provide for an hourly road closure penalty for Stage IV Bluff Excavation. The first (4) hours, $1,000/hr., thereafter, $200/hr.

Minimum hourly penalty will be assessed for any road closure exceeding a 15 min. duration.

RECOMMEND:

Special Provisions: The existing Concrete Retaining Wall is to be protected by the contractor. Any damage to the wall will be the responsibility of the contractor to repair or replace to equal or exceed the original condition of the wall.

WORK ITEM: "9", Recommend:

12" Culvert pipe Sta. 25+88, should not be abandoned, but replaced by an 18" Culvert Pipe.

Culvert Pipe ⑧ should be installed on a skew to drain into Culvert (9).

RECOMMEND: Special Provisions:

No trees are to be felled into creek.

Eldon Everton

cc: Jim Chaney
Richard Doren
Eldon Ev

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 25, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project OS-0400(1)
N & S Fork Klaskanine River Bridges
Offsystem Project
Clatsop County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: C. Fredrickson, Region 2 Engineer

Your Region Federal-aid Engineer Phil Stearns has requested an interpretation of standard requirements on the subject bridge. AASHTO requirements suggest a minimum of 24 feet of width for structures having less than 400 ADT and speeds less than 50 mph. or traffic over 400 ADT minimum width would be 26 feet.

Approach road design is based primarily on the existing roadway width and furnishing the necessary width to provide for guardrail leading to and attaching to the structure.

G. K. Hossner
for G. L. Green

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Fredrickson
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cy Bridge
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[illegible] (4001)
Clatsop Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 23, 1976

FILE:

FROM: Von E. Hemmert
Hydraulics Specialist

TO: FILES

SUBJECT: North Fork Klaskanine River Bridge
Olney Cutoff Road
Clatsop County

The subject crossing of the North Fork Klaskanine River is located approximately 1.1 miles southeast of Olney where the Olney cutoff road joins Highway #202. Purpose of the project is replacement of the existing County bridge. Available information indicates that the existing single-span structure has not experienced any flooding problems. Maximum high water information, however, is not available.

## Hydrology

The North Fork Klaskanine River drains an area of approximately 26.7 square miles at the proposed crossing. Regional analysis of stream flow data indicates that the following discharges could be developed at the crossing.

| | |
|---|---|
| 50-year flood | 5,000 cfs |
| 25-year flood | 4,300 cfs |
| 10-year flood | 3,400 cfs |

A 25-year design discharge was selected for this site.

## Summary

The proposed river crossing is located approximately 190 feet downstream from the existing bridge. It is suggested that the proposed structure span the existing channel and provide at least 440 square feet of waterway area with a channel top width of 66 feet at design stage elevation of 25.5 feet MSL. At the design discharge of 4,300 cfs, the average velocity in the channel would be approximately 10 fps. Class 700 riprap with a filter blanket should be incorporated onto the bridge embankment slopes to protect them from erosion.

VEH:jp
cc F.E. Terpin
C.O. Fredrickson
Don Harwell
Walt Hart
J.H. Versteeg

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COUNTY & CITY SECTION
FEB 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

# HYDRAULIC DATA

| | | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( —— ) |
|---|---|---|---|---|
| Discharge - | cfs | 4,300 | —— | —— |
| | $m^3/s$ | 121.76 | —— | —— |
| Frequency - yrs. | | 25 | 100 | —— |
| H.W. Elevation Natural Channel | ft. | 25.5 | —— | —— |
| | m. | 7.77 | —— | —— |
| H.W. Elevation Channel Change | ft. | —— | —— | —— |
| | m. | —— | —— | —— |
| Average Velocity - | fps | 9.8 | —— | —— |
| | mps | 2.99 | —— | —— |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

RECEIVED
COUNTY & CITY SECTION
FEB 24 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

North Fork Klaskanine River Bridge
Olney Cut-off Road
Clatsop County

COMPILED BY: V.E. Hemmert

DATE: Feb. 17, 1976

05-0400(1)
Clatsop Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 23, 1976

FILE:

FROM:

SUBJECT: South Fork Klaskanine River Bridge
Olney Cutoff Road
Clatsop County

TO: FILES

RECEIVED
COUNTY & CITY SECTION
FEB 24 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

The subject crossing of the South Fork Klaskanine River is on the Olney cutoff road and is adjacent to the confluence of the North and South Klaskanine Rivers. Purpose of the project is replacement of the existing county bridge.

The existing bridge is a steel truss, single-span, supported in the center by four steel H-beam piles. During high water debris hangs up on the piling and, consequently, increases backwater. The roadway immediately east of the bridge is subject to frequent flooding and, according to one local resident, the bridge deck itself has been inundated on one occasion. Field information indicates scour and bank erosion are not serious problems.

Hydrology

The South Fork Klaskanine River drains an area of approximately 23.2 square miles. Regional analysis of stream flow data indicates that the following discharges could be developed at the crossing:

| | |
|---|---|
| 50-year flood | 4,400 cfs |
| 25-year flood | 3,800 cfs |
| 10-year flood | 3,000 cfs |

A 25-year design discharge was selected for this site.

Summary

The stage of the highwater in the vicinity of subject crossing of the South Fork Klaskanine River is affected by the tide elevation; therefore, the stage of the design discharge cannot be accurately determined. It is possible, however, that high tide conditions during large runoffs could force water over the deck of the existing bridge as has been reported; therefore, the deck elevation will be used as the extreme highwater control.

It is suggested that the proposed structure span the existing channel and that the waterway not be reduced by the bridge abutments. The bottom of the proposed bridge should be no lower than the deck elevation of the existing bridge. The grade of the road immediately east of the bridge should not be altered since it provides necessary relief for river overflow. It should be noted that the short section of roadway which would be raised because of the higher proposed bridge elevation will not narrow the flood plain enough to substantially affect high water conditions.

Richard L. Lenz
Hydraulics Engineer

By Von E. Hemmert

Von E. Hemmert
Hydraulics Specialist

VEH:jp
cc F.E. Terpin
C.O. Fredrickson
Don Harwell
Walt Hart
J.H. Versteeg

# HYDRAULIC DATA

| | | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( —— ) |
|---|---|---|---|---|
| Discharge - | cfs | 3,800 | —— | —— |
| | m³/s | 107.60 | —— | —— |
| Frequency - yrs. | | 25 | 100 | —— |
| H.W. Elevation Natural Channel | ft | 16.4 | —— | 16.4 |
| | m. | 5.00 | —— | 5.00 |
| H.W. Elevation Channel Change | ft. | —— | —— | —— |
| | m. | —— | —— | —— |
| Average Velocity | fps | 10.0 | —— | —— |
| | mps | 3.05 | —— | —— |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

South Fork Klaskanine River Bridge
Olney Cut-off Road
Clatsop County

| | |
|---|---|
| COMPILED BY: | DATE: |
| V. E. Hemmert | Feb 23, 1976 |

102

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 5, 1976

FILE:

FROM: Gerald W. Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: R/W File 37484; F & F Gindroz
Olney Cutoff Jct. Section
Nehalem Highway

1R-4-590

TO: Bill Cole
DESIGN TEAM SUPERVISOR

F & F Gindroz have objected to our taking to the center of the North Fork of the Klaskanine River. They would make us prove necessity at a condemnation trial.

Review of the plans indicate the proposed waste area on this frontage can be eliminated and the taking reduced. Please do so.

By a copy of this letter, Region Right-of-way Supervisor, Rod Henry, will be instructed to try negotiating the waste area on a temporary easement basis. This would make the property more useable and facilitate construction.

REFERRED TO

| | | | |
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| ✓ | Cole | | Sample |
| | Eriksen | | Watson |
| | Hager | | Wolfe |

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BY FINAL DESIGN ENGINEER

GWW/elf
Attach.
cc: Rod Henry
Jim Chaney
Gareld Inloes

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| 2 | Terpin | |
| 3 | Scott | |
| | Swenson | |
| | Anderson | |
| | Trout | |

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FEB 5 1976
ROAD DESIGN SECTION

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Bring Up
Other

RT R. ROUNDS

W File 37484; F & F Gindroz
Olney Cutoff Jct. Section
Nehalem Highway

From Centre of existing Rd

| | 18+50 | 19+00 | 19+50 | 20+00 | 20+50 | 21+00 |
|---|---|---|---|---|---|---|
| to Roadway Slope | 38' | 40' | 40 | 35 | 40 | 48 |
| to Random fill Slope | 42' | 63' | 60 | 51 | 65 | 61 |
| | 4 | 23 | 20 | 16 | 25 | 13 |

8-3-1

13

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
S-213(25)

STATE PROJECT NO.
Olney Cutoff Road

COUNTY NAME
Clatsop

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-65

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 24 '75
REFER TO
Rulien
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>STATE ROUTE NUMBER |
|---|---|---|
| | December 10, 1975 | Secondary Route 601<br>Secondary Route 102 |

GENERAL LOCATION:
State Route 202 - 0.77 miles SE of Olney

GENERAL DESCRIPTION OF WORK:
All phases of right of way acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 10, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 2 letter you are authorized to proceed with all phases of right of way acquisition at a total estimated cost of $5,000 - Federal funds $4,500.

Federal participation will be limited to that right of way actually incorporated in the final location.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 12-22-75 | G L Green | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-10-75

BY (Signature): L. W. Rulien's December 2, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 209

ITEM NOS. ______ THRU ______

ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** |
|---|---|---|---|---|
| 65 | HHS-213(25) | 0.46 | 5,000 | 4,500 |

OTHER IDENTIFICATION AND/OR REMARKS (State)

| Location | Work |
|---|---|
| Olney Cutoff Road Section<br>Clatsop County<br>State of Oregon | Right of Way<br>acquisition -<br>all phases |

STA

DEC 24 '75

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 12-10-75

SIGNATURE AND TITLE

G. L. Green, Division Administrator

** Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-890

FORM PR-48
(Rev. 8-71)

December 2, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-213(25)

We are submitting program data for one project, Item No. 65, Project No. HHS-213(25), "Olney Cutoff Road Section", which we desire to have included in the High-Hazard Locations Program under Section 209 of Title II as established by the Federal Aid Highway Act of 1973.

We request the following:

(1) Waiver of State Clearinghouse and District 1 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

(2) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(3) Authorization to proceed with the right-of-way acquisition all phases. The right-of-way required is as outlined in red on the enclosed sketch maps, and since no improvements are within the areas to be acquired no relocation assistance is involved. Authorization to proceed as requested will result in an obligation of $5,000 total cost and $4,500 in Federal funds.

CL:md

Enclosure

Budget Bureau No. 41-R2067;

U.S.

FORM PR-1
(REV. 4-61)

## FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. December 2, 1975

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 202, 0.77 mi. S.E. Olney, S.E. 0.46 mi.<br>21 65 | ADT | PRESENT<br>500* | FUTURE<br>900<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 |

STATE NAME: Oregon

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Right of Way Acquisition<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>HHS-<br>14 23 | NUMBER<br>213<br>7 |

| | | | |
|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>(Section 209) High-Hazard Location | COUNTY NAME<br>Clatsop | CO<br>00<br>(14) |
| | NAME OF URBAN AREA<br>----<br>17-31 | ROUTE NO. S<br>FEDERAL-AID 601 (32)<br>STATE 102 (36) | U.S.<br>(37) ---- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | St. Rt. 202, 0.77 mi. S.E. Olney, S.E. 0.46 mi. | | | | | |
| 5 | | | | | ROW | | | 0.46 | 5,000 | 4,500 | 500 | |
| 5 | | | | | CONST (CODE) | | "Olney Cutoff Road Section" | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.46 | 5,000 | 4,500 | 500 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (19) (23) | (24) (33) | REMARKS | |

*DHV 100

Additional Data Item 42; Pro

1

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## FEDERAL-AID PROGRAM DATA
(PPM 21-1)

December 2, 1975

| (35 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| . S.E. Olney, S.E. 0.46 mi. | ADT | 500* | 900 | 95 | 10 | Oregon | 41 | 142 | 65 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only: POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | HHS- | 213 | (25) | | |

9) High-Hazard Location

| COUNTY NAME | CODE |
|---|---|
| Clatsop | 007 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 601 | 102 | ---- |

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| St. Rt. 202, 0.77 mi. S.E. Olney, S.E. 0.46 mi. | | | | | | Right of Way Acquisition-All phases |
| | 0.46 | 5,000 | 4,500 | 500 | | (Future construction for 2-12' lanes H.T. pave. with 4' shdrs.) |
| "Olney Cutoff Road Section" | | | | | | ROW-60' min.;<br>Access Control-none;<br>Parking restrictions-none. |
| PROJECT TOTALS | 0.46 | 5,000 | 4,500 | 500 | | |

*DHV 100

REMARKS

Additional Data Item 42; Project No. HHS-213(23)

-Over-

## OLNEY CUTOFF ROAD SECTION

## PROJECT NO. HHS-213(25)

Project Data: Work under this project consists of right of way acquisition all phases for the future construction, on improved alignment, to provide for two 12-foot lanes of high-type pavement with 4-foot shoulders.

IM 50-1-70 Requirements: Waiver of State Clearinghouse and District 1 Clearinghouse A-95 review being requested under program submittal letter.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 24, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

Note:

(1) This project is in Congressional District No. 1.

(2) No relocation assistance is involved.

OSR
Clatsop Co

PREFIX 204-1924

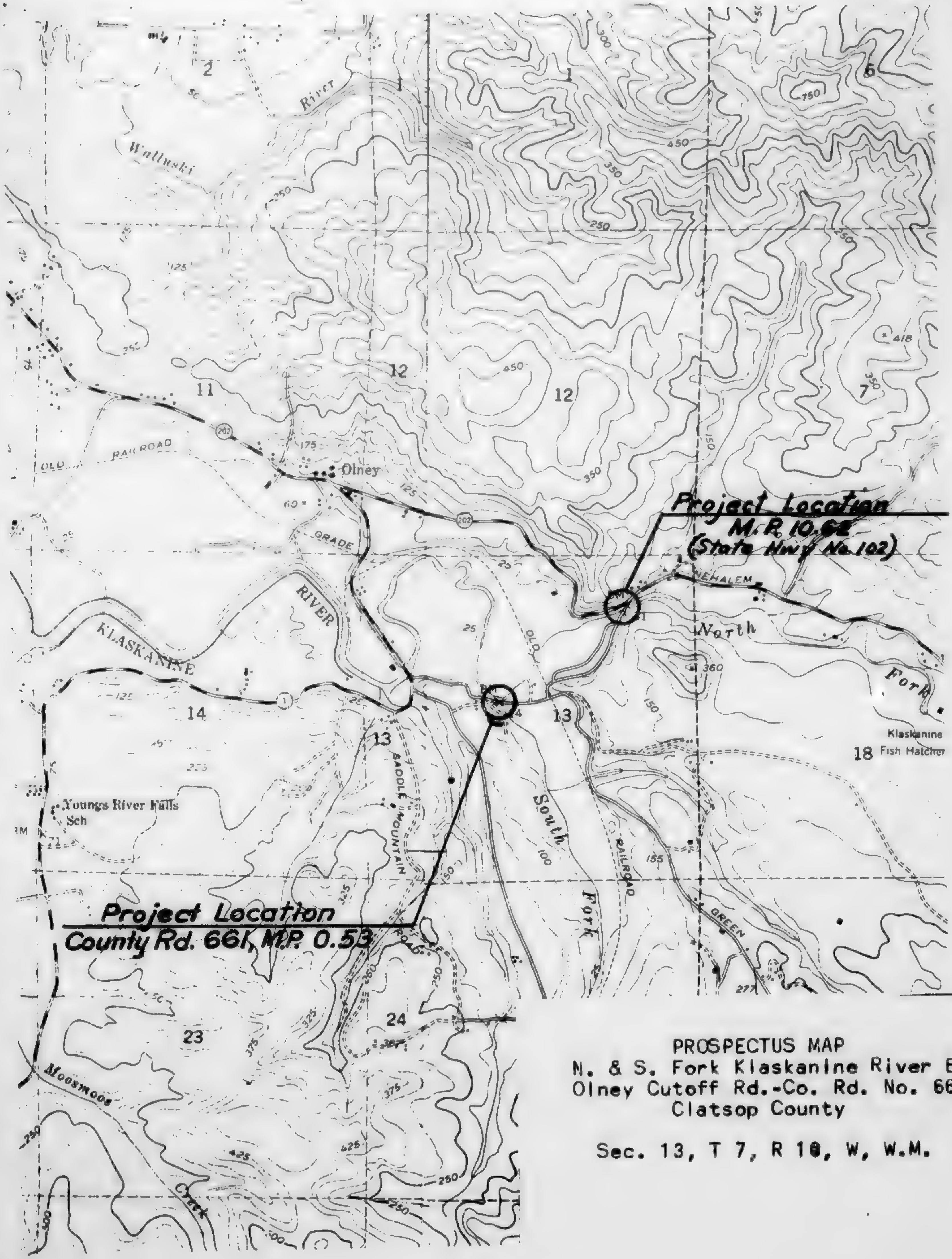
# LOCATION PROSPECTUS
# NORTH AND SOUTH FORKS KLASKANINE RIVER BRIDGES SECTION
## OLNEY CUT-OFF ROAD, COUNTY ROAD NO. 661
## CLATSOP COUNTY

| | |
|---|---|
| HIGHWAY: | Olney Cut-off Road. Not on Federal-aid system. |
| TERMINI: | North Fork Bridge is located approximately 50 feet south of intersection of County Road No. 661 and the Nehalem Highway. The South Fork Bridge is at MP 0.53 on County Road 661. |
| LENGTH: | 0.08 mile. |
| NARRATIVE: | This will be a location survey to prepare plans, specifications and estimates for construction of two bridges and minor alignment adjustment. Foundation and soils investigations will be made during the survey. Clatsop County will remove the existing structures and construct detour, approaches, riprap and guardrail. |
| STANDARDS: | Federal-aid Secondary standards. |
| TYPICAL SECTION: | Two 12-foot travel lanes and 2-foot shoulders. |
| BRIDGE TYPICAL: | 28-foot horizontal clearancs. |
| ACCESS: | County responsibility. |
| MATERIAL: | Commercial sources. |
| ADD'L FACILITIES: | None. |
| AGREEMENTS: | Off System project; agreement with county required. |
| PARKS: | None. |

November 21, 1975
Attachment

cc: Oregon State Wildlife Commission
Federal Hwy Administration (3)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
J.H. Versteeg
J.M. Cartwright (3)
B.L. Gifford
A.D. Olson
J.A. Rowland
D.E. Swan
F.E. Terpin
Oregon Fish Commission
C.O. Fredrickson (6)
R.L. Schroeder
L.E. George
C.T. Keasey
L.W. Rulien
V.D. Wolfe
H.S. Cox (2)
Gary Potter (4)
R.E. Olson
R.E. Royer
C.G. Swenson
F.W. Yarbrough (3)

RECEIVED
COUNTY & CITY SECTION
NOV 24 1975
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐


Project Location
M.P. 10.62
(State Hwy No.102)
Project Location
County Rd. 661, M.P. 0.53
Walluski
River
Olney
OLD RAILROAD
GRADE
KLASKANINE
RIVER
NEHALEM
North Fork
South Fork
SADDLE MOUNTAIN ROAD
RAILROAD
GREEN
OLD
Youngs River Falls Sch
Klaskanine Fish Hatcher
Moosmoos Creek
202
2
1
6
11
12
12
7
14
13
13
18
23
24
750
450
350
250
125
418
360
175
60
25
100
150
155
277
325
375
425
300

PROSPECTUS MAP
N. & S. Fork Klaskanine River Br.
Olney Cutoff Rd.-Co. Rd. No. 661
Clatsop County

Sec. 13, T 7, R 10, W, W.M.

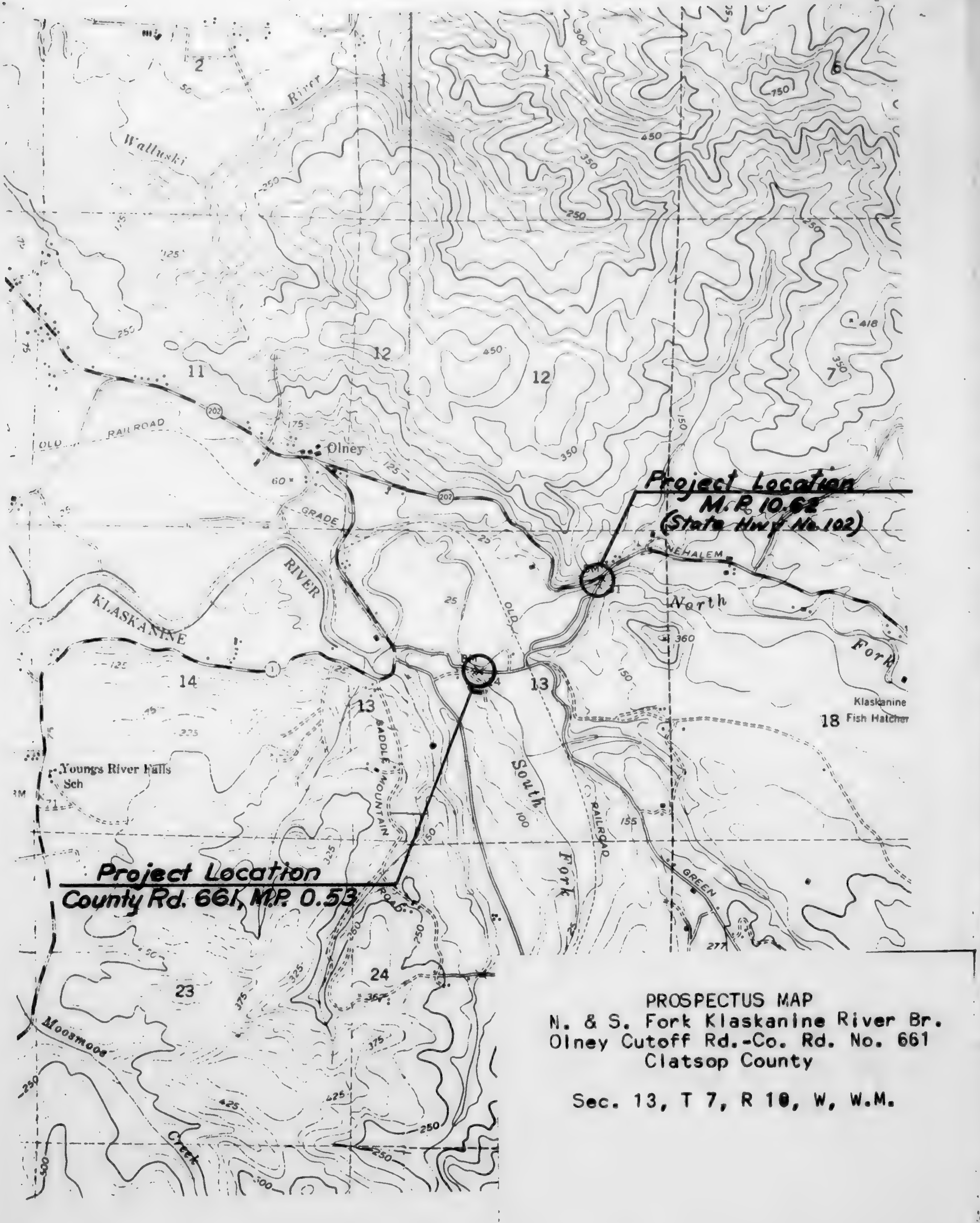
PREFIX 204-1924

# LOCATION PROSPECTUS
# NORTH AND SOUTH FORKS KLASKANINE RIVER BRIDGES SECTION
# OLNEY CUT-OFF ROAD, COUNTY ROAD NO. 661
# CLATSOP COUNTY

| | |
|---|---|
| HIGHWAY: | Olney Cut-off Road. Not on Federal-aid system. |
| TERMINI: | North Fork Bridge is located approximately 50 feet south of intersection of County Road No. 661 and the Nehalem Highway. The South Fork Bridge is at MP 0.53 on County Road 661. |
| LENGTH: | 0.08 mile. |
| NARRATIVE: | This will be a location survey to prepare plans, specifications and estimates for construction of two bridges and minor alignment adjustment. Foundation and soils investigations will be made during the survey. Clatsop County will remove the existing structures and construct detour, approaches, riprap and guardrail. |
| STANDARDS: | Federal-aid Secondary standards. |
| TYPICAL SECTION: | Two 12-foot travel lanes and 2-foot shoulders. |
| BRIDGE TYPICAL: | 28-foot horizontal clearancs. |
| ACCESS: | County responsibility. |
| MATERIAL: | Commercial sources. |
| ADD'L FACILITIES: | None. |
| AGREEMENTS: | Off System project; agreement with county required. |
| PARKS: | None. |

November 21, 1975
Attachment

cc: Oregon State Wildlife Commission
Federal Hwy Administration (3)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
J.H. Versteeg
J.M. Cartwright (3)
B.L. Gifford
A.D. Olson
J.A. Rowland
D.E. Swan
F.E. Terpin
Oregon Fish Commission
C.O. Fredrickson (6)
R.L. Schroeder
L.E. George
C.T. Keasey
L.W. Rulien
V.D. Wolfe
H.S. Cox (2)
Gary Potter (4)
R.E. Olson
R.E. Royer
C.G. Swenson
F.W. Yarbrough (3)


Project Location
M.P. 10.62
(State Hwy No. 102)
Project Location
County Rd. 661, M.P. 0.53
Walluski
River
Olney
OLD RAILROAD
GRADE
KLASKANINE
RIVER
NEHALEM
North
Fork
South
Fork
RAILROAD
GREEN
SADDLE MOUNTAIN
ROAD
OLD
Youngs River Falls
Sch
Klaskanine
Fish Hatcher
Moosmoos
Creek
202
1
2
1
6
7
11
12
12
14
13
13
18
23
24
750
450
350
250
418
360
150
155
100
125
175
60
25
325
375
425
367
277

PROSPECTUS MAP
N. & S. Fork Klaskanine River Br.
Olney Cutoff Rd.-Co. Rd. No. 661
Clatsop County

Sec. 13, T 7, R 10, W, W.M.

November 17, 1975

Board of County Commissioners
Clatsop County
Courthouse
Astoria, OR 97103

Attention: Don R. Church
County Clerk

[illegible] CONTRACTS and
AGREEMENTS No. 5312

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the South Fork Klaskanine River Bridge-N. Fork Klaskanine River Bridge Section of Olney Cutoff.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8377

102

Salem, Oregon
November 17, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48807 - Riekkola
48808 - Browning
Olney Cutoff Road Junction Section
Nehalem Highway
Clatsop County

Attached are 2 descriptions, an authorization and right of way prints for the subject project, which is scheduled for February 26, 1976.

Please note that revised File 37484, which was returned to your office today, is also required for this project.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Clatsop - OSR

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APP AL .ND/OR AUTHORIZATION

11-11-75

**FEDERAL AID PROJECT NO.** OS-0400(1)

**STATE PROJECT NO.** North and South Fork Klaskanine Bridges

**FROM:**
G. L. Green, Division Engineer
Salem, Oregon

**PROGRAM NO.**

**ITEM NO.** OS-7

**COUNTY NAME** Clatsop

**PROGRAM STAGE** *(Check)* ☐ 1. ☐ 2.

**TO:**

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

**DATE PS&E APPROVED** November 11, 1975

**DATE AUTHORIZATION EFFECTIVE** November 11, 1975

**FEDERAL ROUTE NUMBER** Non Federal-aid

**STATE ROUTE NUMBER** County Road

**GENERAL LOCATION:**
County road approximately 1/2 miles SE of Olney

**GENERAL DESCRIPTION OF WORK:**
Preliminary Engineering and construct two bridges.

RECEIVED
COUNTY & CITY SECTION
[illegible] 1975
☐ CE ☒ RE ✓ ☐ DE ☐ AE
☒ RPE ☐

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $15,000 - Federal funds $11,700
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

My program approval memorandum of November 11, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's November 4, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $285,000 federal funds $222,300 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

**DATE** 11-11-75

**SIGNATURE OF APPROVING OFFICIAL** C R Burghardt

**TITLE** Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 11-11-75

BY (Signature) L. W. Rulien's November 4, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

~~STAGE 1~~ ITEM NOS. 7 THRU

~~STAGE 2~~ ITEM NOS. THRU

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 7 | OS-0400(1) | 0.028 | 300,000 | 234,000 | North and South Fork Klaskanine River Bridges. Clatsop County - State of Oregon. | Preliminary Engineering and two structures. |

REMARKS (Division)

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 11-11-75 | CKBurghardt<br>for G. L. Green, Division Administrator |

**

* Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

Budget Bureau No. 41-R2067; Ap
U.S. DE

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. November 4, 1975

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20)<br>1 | PROJECT LOCATION (45 typewriter spaces) 21 65<br>Co. Rd. approximately 1/2 mi. S.E. of Olney | ADT | PRESENT<br>150<br>DHV 25 | FUTURE (66) (70)<br>240 | YEAR (71) (72)<br>95 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>P.E. & Two Bridges | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 23<br>OS- | NUMBER 7<br>0400 |

CLASS OF FEDERAL FUNDS (Section 219) Off System Roads

NAME OF URBAN AREA 17-31 ----

COUNTY NAME Clatsop CODE 007

ROUTE NO. FEDERAL-AID Non (32) STATE Co. Rd. (36) (37) U.S. ----

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | Co. Rd. approximately 1/2 mi. S.E. of Olney | 0.028 | 15,000 | 11,700 | | 3,300 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>X080 | | "N & S Fork Klaskanine River Bridges" | 0.028 | 285,000 | 222,300 | | 62,700 (Co.) |

| CARD 1 | CODE 1 | PREPARED BY | | PROJECT TOTALS | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | 14 | CL | | | 0.028 | 300,000 | 234,000 | 66,000 (Co.) |
| | | | | | (16) | (23) (24) | (33) | |

REMARKS

PROGRAM APPROVAL DATES
NOV 11 1975

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR. ☐ DE ☐ TE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 4, 1975

(45 typewriter spaces)
imately 1/2 mi. S.E. of Olney

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT<br>150<br>DHV 25 | FUTURE<br>240 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>627 | ITEM NO.<br>7 | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>OS- | NUMBER<br>0400 | SEQ. NO.<br>(1) | I. Projects Only POST MI. | DESIG. |

49) Off System Roads

COUNTY NAME Clatsop — CODE 007

ROUTE NO. — FEDERAL-AID Non — STATE Co. Rd. — U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

| TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| Co. Rd. approximately 1/2 mi. S.E. of Olney | 0.028 | 15,000 | 11,700 | | 3,300 (Co.) | P.E. all phases construct two prestressed concrete bridges (total L. 148') remove exist. strs., gr., pave. approaches & guardrail. |
| | | | | | | (County to provide & maintain detours, const. approach roadways, install guardrail & remove existing strs. |
| "N & S Fork Klaskanine River Bridges" | 0.028 | 285,000 | 222,300 | | 62,700 (Co.) | ROW-40' normal, access control-none; parking restrictions-none. |
| PROJECT TOTALS | 0.028 | 300,000 | 234,000 | | 66,000 (Co.) | |

REMARKS

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR. ☐ UE ☐ TE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-Over-

## N. AND S. FORK KLASKANINE RIVER BRIDGES

## PROJECT NO. OS-0400(1)

Existing Facilities:

Roadway:--20-foot bituminous surface with 2-foot gravel shoulders.

N. Fk. Klaskanine Riv. Br. #11172:--68 foot steel pony truss with 15 foot roadway.

S. Fk. Klaskanine Riv. Br. #11171:--80 foot steel pony truss with 15 foot roadway.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.

2. Construct, on existing alignment, two prestressed concrete slab span bridges 68 feet and 80 feet in length with horizontal clearances of 28 feet each. Furnish and stockpile at the sites necessary guardrail for approach roadways. County may remove existing bridges, provide and maintain detours, construct approach roadways, install riprap and guardrail on approach roadways.

Exception to Minimum Design Standards: None

Relocation Assistance Payments: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Non required under Oregon Action Plan (Category 3 Project)

(b) Location/Design--Not a factor in the development of this projett.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action on October 22, 1975.

Route Data: This is a farm to market roa

Data for PR-37:

N. Fk. Klaskanine River Br. #11172

S. Fk. Klaskanine River Br. #11171

NOTE: This project is in Congressional D

K KLASKANINE RIVER BRIDGES

NO. OS-0400(1)

surface with 2-foot gravel shoulders.

1172:--68 foot steel pony truss with 15 foot

1171:--80 foot steel pony truss with 15 foot

ng roadway facilities.

ject consists of the following:

all phases.

lignment, two prestressed concrete slab span
eet in length with horizontal clearances of
nd stockpile at the sites necessary guardrail
County may remove existing bridges, provide
nstruct approach roadways, install riprap
h roadways.

rds: None

one

, Water Developments, Historical and Recreational

quired under Oregon Action Plan (Category 3 Project)

factor in the development of this project.

rom State Clearinghouse and District 1 Clearinghouse
ents.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 22, 1975.

Route Data: This is a farm to market road, school bus and mail route.

Data for PR-37:

| | |
|---|---|
| N. Fk. Klaskanine River Br. #11172 x080 | $131,000 |
| S. Fk. Klaskanine River Br. #11171 x080 | $154,000 |

NOTE: This project is in Congressional District No. 1

PRO 6-2

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-0400(1)

We are submitting program data for one project, Item no. 7, Project No. OS-0400(1), "N. & S. Fk. Klaskanine River Bridges", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering as programed on the project at an estimated total cost of $15,000 with Federal funds of $11,700.

It is understood your approval of the program will result in an obligation of $300,000 in total cost and $234,00 in Federal funds.

CL:md

Enclosure

cc: C. O. Fredrickson (Region 2)

Budget Bureau No. 41-R2067; Appr

U.S. DEPA

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

November 4, 1975

CARD 2 — REPORT NUMBER: 1 (19) (20)

PROJECT LOCATION (45 typewriter spaces): Co. Rd. approximately 1/2 mi. S.E. of Olney (21) (65)

**ADT** — PRESENT: 150 DHV 25 — FUTURE: 240 (66) (70) — YEAR: 95 (71) (72)

REGION: 10

STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & Two Bridges (28) (62)

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (76)

PROJECT NUMBER — PREFIX LETTER(S): OS- (14) (28) — NUMBER: 0400

CLASS OF FEDERAL FUNDS: (Section 219) Off System Roads

COUNTY NAME: Clatsop — CODE: 007

NAME OF URBAN AREA: ----

17-31

ROUTE NO. — FEDERAL-AID: Non (32) — STATE: Co. Rd. (36) (37) — U.S.: ----

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | Co. Rd. approximately 1/2 mi. S.E. of Olney | 0.028 | 15,000 | 11,700 | | 3,300 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>X080 | | "N & S Fork Klaskanine River Bridges" | 0.028 | 285,000 | 222,300 | | 62,700 (Co.) |
| | | | | | | | PROJECT TOTALS | 0.028 | 300,000 | 234,000 | | 66,000 (Co.) |
| | | | | | | | | | (16) (23) | (24) (31) | | |

CARD 1 — CODE 1 — 1 — 14

PREPARED BY: CL

REMARKS

PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 4, 1975

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| writer spaces)<br>ely 1/2 mi. S.E. of Olney | **ADT** | PRESENT<br>150<br>DHV 25 | FUTURE<br>240 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>627 | ITEM NO.<br>7 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | OS- | 0400 | (1) | | |

Off System Roads

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Clatsop | 007 | ☐ 1 OR ☒ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| | Non | Co. Rd. | ---- |

| TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| o. Rd. approximately<br>/2 mi. S.E. of Olney | 0.028 | 15,000 | 11,700 | | 3,300 (Co.) | P.E. all phases construct two prestressed concrete bridges (total L. 148') remove exist. strs., gr., pave. approaches & guardrail. |
| | | | | | | (County to provide & maintain detours, const. approach roadways, install guardrail & remove existing strs. |
| "N & S Fork Klaskanine<br>iver Bridges" | 0.028 | 285,000 | 222,300 | | 62,700 (Co.) | ROW-40' normal, access control-none; parking restrictions-none. |
| **PROJECT TOTALS** | 0.028 | 300,000 | 234,000 | | 66,000 (Co.) | |

REMARKS

-Over-

## N. AND S. FORK KLASKANINE RIVER BRIDGES

## PROJECT NO. OS-0400(1)

Existing Facilities:

Roadway:--20-foot bituminous surface with 2-foot gravel shoulders.

N. Fk. Klaskanine Riv. Br. #11172:--68 foot steel pony truss with 15 foot roadway.

S. Fk. Klaskanine Riv. Br. #11171:--80 foot steel pony truss with 15 foot roadway.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Construct, on existing alignment, two prestressed concrete slab span bridges 68 feet and 80 feet in length with horizontal clearances of 28 feet each. Furnish and stockpile at the sites necessary guardrail for approach roadways. County may remove existing bridges, provide and maintain detours, construct approach roadways, install riprap and guardrail on approach roadways.

Exception to Minimum Design Standards: None

Relocation Assistance Payments: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Non required under Oregon Action Plan (Category 3 Project)

(b) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action p
on October 22, 1975.

Route Data: This is a farm to market road,

Data for PR-37:

N. Fk. Klaskanine River Br. #11172 x

S. Fk. Klaskanine River Br. #11171

NOTE: This project is in Congressional Dis

LASKANINE RIVER BRIDGES

0. OS-0400(1)

rface with 2-foot gravel shoulders.

72:--68 foot steel pony truss with 15 foot

171:--80 foot steel pony truss with 15 foot

roadway facilities.

ct consists of the following:

l phases.

gnment, two prestressed concrete slab span
t in length with horizontal clearances of
stockpile at the sites necessary guardrail
unty may remove existing bridges, provide
truct approach roadways, install riprap
roadways.

s: None

e

Water Developments, Historical and Recreational

red under Oregon Action Plan (Category 3 Project)

ctor in the development of this projett.

m State Clearinghouse and District 1 Clearinghouse
ts.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 22, 1975.

Route Data: This is a farm to market road, school bus and mail route.

Data for PR-37:

| | |
|---|---|
| N. Fk. Klaskanine River Br. #11172 x080 | $131,000 |
| S. Fk. Klaskanine River Br. #11171 x080 | $154,000 |

NOTE: This project is in Congressional District No. 1

LEG 7-4-7
(Clatsop Co.)

**OREGON STATE HIGHWAY DIVISION**

**REGION 2**

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 29, 1975

Harold Olsvick
County Engineer
Courthouse
Astoria, Oregon 97103

Dear Mr. Olsvick:

Enclosed are four copies of the Construction-Finance Agreement for the S. Fork Klaskanine River Bridge-N. Fork Klaskanine River Bridge Section of Olney Cut-Off Road to be funded under the Off-System Program.

Please review the agreement, and if satisfactory, present it to your Board of Commissioners for their consideration. If approved, have the Commissioners sign the three bound copies of the agreement at a regular Commission Meeting. Note that the second paragraph on page 3 is to be completed County.

Return the signed copies to this office and retain the fourth copy for your information. A fully executed copy will be returned for County records.

In accordance with paragraph 3 under "Things To Be Done By County", page 2, please submit $3,300 advance deposit, which is County's share of estimated preliminary engineering costs, excluding the cost of structural design of the bridges.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elf

Enc.

cc: L. W. Rulien

OCT 30 1975

FORM 81-734 3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem

October 27, 1975

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Project: #OS-0400(1)

County: Clatsop Section: N. Fork Klaskanine River (Olney Cut-Off Rd.) Br.
S. Fork Klaskanine River (Olney Cut-Off Rd.) Br.

Termini: Approximately 1/2 mile SE of the town of Olney

Proposed Work: All phases of P.E. and construct 2 bridges
Project Length: Approximately 400 feet

| Costs | Total | Federal | County |
|---|---|---|---|
| P.E. | $ 15,000 | $ 11,700 | $ 3,300 |
| Construction | 285,000 | 222,300 | 62,700 |

Existing Facilities:
N. Fork-68 feet steel pony truss with a 15-foot-wide roadway
S. Fork-80 feet steel pony truss with a 15-foot-wide roadway

Adjacent Sections
East End
-- 20 foot bituminous surface with 2 foot gravel shoulders
West End

Proposed Project: All phases of P.E.

S. Fork Klaskanine River-Construct a reinforced concrete bridge 80 feet long with
a (Bridge No. 11171) a 28-foot roadway
N. Fork Klaskanine River-Construct a reinforced concrete bridge 68 feet long with a
(Bridge No. 11172) a 28-foot roadway

Guardrail is to be furnished the contractor and stock piled at the site. County will install guardrail, construct the approaches, be responsible for the detour, place the riprap, and remove the existing bridges.

Engineering by State Highway Division

Right-of-Way: 40 foot no additional Access Control: none

Railroad Crossing: none

Minimum Design Standards: no deviation from standards

System Action: Off-System

Route Data: This is a farm to market road, and is a school bus and mail route

Public Hearing: not required

Environmental Assessment

Park and Recreation Area Affected: none affected

Relocation Assistance: no one moved

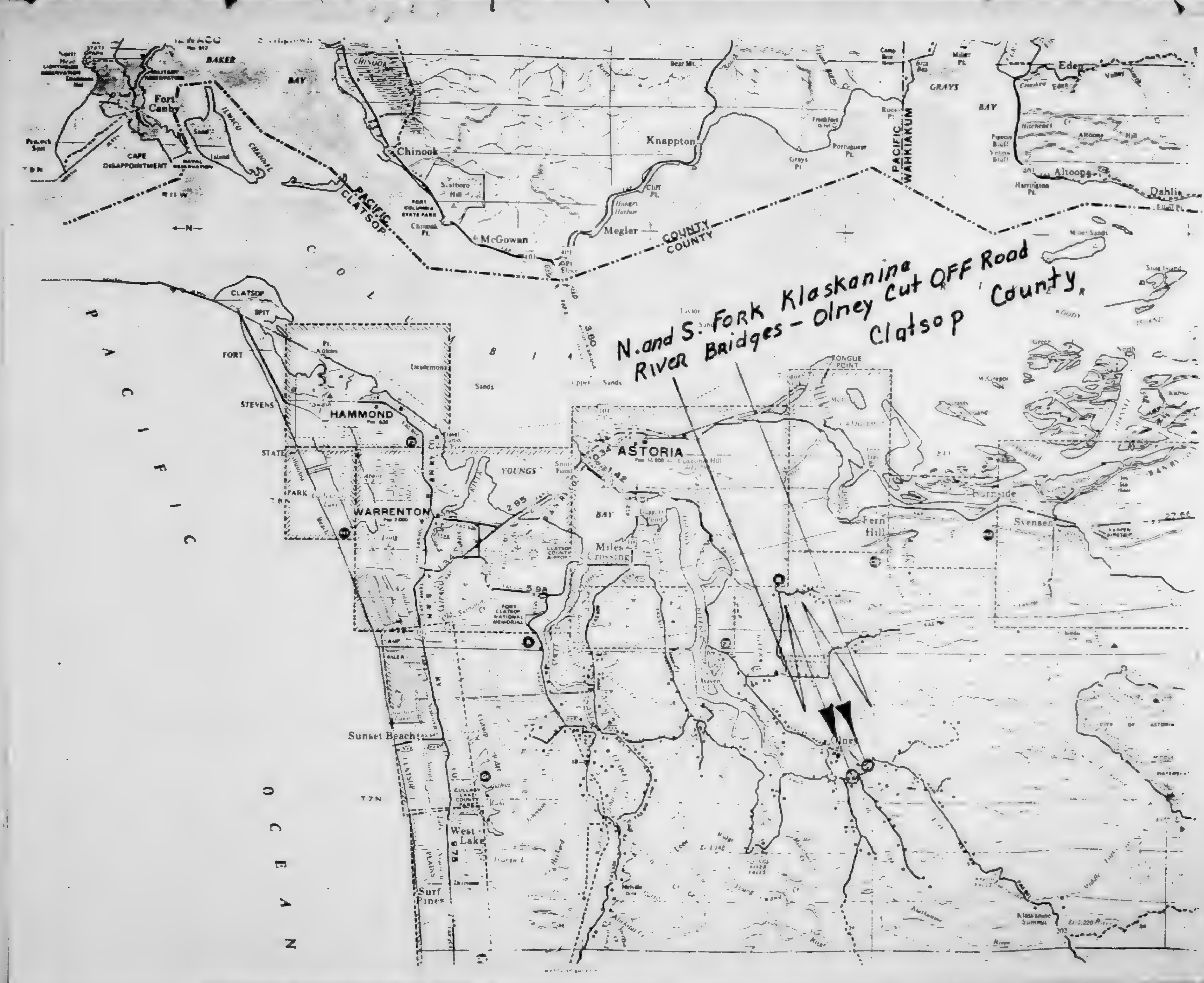
Social, Economic and Environmental Effects Considered: yes

Approved by D.O.T.: August 27, 1975

ADT: 150 present DHV: 25

HR:dp

Attachments


N. and S. Fork Klaskanine River Bridges - Olney Cut Off Road Clatsop County

Ilwaco
Baker
Bay
Fort Canby
Cape Disappointment
Ilwaco Channel
Sand Island
Chinook
Scarboro Hill
Fort Columbia State Park
Chinook Pt.
McGowan
Megler
Knappton
Grays Pt.
Portuguese Pt.
Rocky Pt.
Grays
Bay
Pacific
Wahkiakum
Pacific
Clatsop
County
County
Eden
Altoona
Dahlia
Harrington Pt.
R11W
T9N
T8N
T7N
Clatsop Spit
Fort
Stevens
State
Park
Pt. Adams
Hammond
Warrenton
Desdemona
Sands
Upper Sands
Astoria
Youngs
Bay
Smith Point
Tongue Point
Miles Crossing
Fort Clatsop National Memorial
Clatsop County Airport
Fern Hill
Burnside
Svensen
Olney
City of Astoria
Klaskanine Summit
Sunset Beach
West Lake
Surf Pines
Cullaby Lake County Park
Pacific
Ocean
Columbia
3.80
1.42
2.95
5.98
9.78
27.66
101
202

OSR
Clatsop

FORM 81-734 3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
October 27, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
N. Fork Klaskanine River Bridge
Olney Cut-off Road
Clatsop County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 1 : E. L. Everton

APPROVED
ESH
Date 10-27-75.

RECEIVED
STATE HWY ENGR
OCT 27 '75
REFER TO
FOR
Info Inves R.D D.A. Sign

RECEIVED
COUNTY & CITY SECTION
NOV 4 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ U
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 8, 1975

## A. PROJECT IDENTIFICATION

Name of Project North Fork Klaskanine River Bridge (Section) 05-0400 (-)

Location of Project Olney Cut-off Road (Highway Name) County Road 661 (Highway No., US - ORE)

(City) Clatsop (County) II (Region)

Program OSR (Funding) $90,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a new bridge and approach roads crossing the North Fork of the Klaskanine River replacing an existing structure (circa 1914). The proposed structure would be on an improved alignment providing adequate stopping distance as well as capacity.

Origin and History: An off system project request was submitted August 7, 1975. The Transportation Commission approved the project August 27, 1975. A request for Authority for Survey was submitted June 25, 1975.

## C. DESCRIPTION OF PROJECT

Length 0.08 mile

Termini The northerly terminus is at the intersection of the relocated county road and the Nehalem Highway at M.P. 10.62. The project would extend to the south approximately 400 feet to the southerly terminus.

Alignment ☒ New ☐ Existing ☐ Combined

The proposed structure site is approximately 170 feet downstream (west) from the existing structure.

CATEGORY
3 PROJECT

non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) The bridge and approaches would be on state highway right-of-way. The land was acquired for a crusher and stock pile site but remains in its natural state.

Typical Section Minimum FAS standards providing two 12-foot travel lanes with 2-foot paved shoulders.

Structures A prestressed concrete slab or box beam single span structure approximately 68-feet long with 28 feet of horizontal clearance.

Characteristics (ADT) Unknown

Other General Information (or Supplemental information to items) A hydraulic study would be made to determine if the proposed structure size is adequate for flood water passage. The existing bridge would remain in use until traffic could be diverted to a new structure. The bridge would then be removed and salvaged or relocated at some other site. Construction of the bridge would be coordinated with the construction of the Olney Cut-Off Road section. Construction of a single span

cont. page 2A

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____ Tentative Date(s) ____

A-95 Review: ☐ Not Required ☒ Required

structure and the removal of the existing structure would not require any significant amount of work in the flowing stream. Any work in the stream would be coordinated with the Oregon Fish and Wildlife Division.

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural** (Topography, Flora, Soils, Water Features, Drainage, etc.) The bridge site is within a rural area that extends along the valley floor of the North Fork of the Klaskanine River drainage area. The valley floor is flat to rolling decending in elevation to the north and west. The bridge site is immediately downstream from a basalt rock dike that crosses the valley floor in a north-south direction. Both the river and the highway pass through a narrow opening through the rock dike and compete for available room. The valley floor is fairly open with a fringe of riparian vegetation following the meander of the river. The open areas are densely covered with pasture grass which changes abruptly at the valley sides where the terrain changes to the steeper slopes of the surrounding mountains . The mountain slopes were logged off a number of years ago and are now in the seral stages of regrowth.

The North Fork of the Klaskanine River and its tributaries above the bridge site drain approximately 30 square miles of the mountain slopes and valley floors of the coastal range. The stream is considered to be a valuable fishery and recreational resource. A salmon hatchery is located approximately 1.5 miles upstream from

cont. page 3a

**Cultural** (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use is an intermix of farming, logging and industrial uses. The valley floor is predominately cultivated pasture land. The steeper hillsides and narrow valleys extending out from the river channel are generally logged over woodlands in various stages of regrowth. Farm homes and home sites are scattered along the highway and adjoining county roads. An old quarry site is evident to the south and east of the bridge site where a basalt dike extends across the valley floor. A commercial quarry is in operation excavating rock from the basalt dike that extends to the north from the river channel.

Existing utilities that may be effected by construction are overhead power lines and underground telephone cables.

cont. page 3a

NATURAL

the bridge site and fall run chinook salmon were observed spawning in the river just downstream from the bridge site on October 1, 1975. The number of fish in the very limited area observed would indicate that the stream is heavily used as a spawning area.

Soils of the valley floor are water deposited silts of graded small gravel, sand and silty clays. The slopes above the valley floor are decomposed sediments of the Astoria formation which break down into silt and clay soils which have poor pereulation qualities: Float from the rock dike is scattered along the valley floor and river channel.

The riparian vegetation lining the stream banks consist of an overstory of Alder and Big Leaf Maple with Alder being the predominant specie. The middle and understory species are sparse being limited to shade tolerant varieties such as red elderberry and bracken. Himalaya berries exist in the more open spaces and along the edges of the riparian zone. A few hemlock are also present in this area. On the mountain slopes above the valley floor immature douglas fir is becoming the dominant overstory specie, overtopping the alder amd maples and other vegetation of the seral regrowth cycle.

CULTURAL

Outside of the temporary impacts of construction it is not anticipated that the proposed bridge would have any significant impact on the ambient noise levels or air quality as there would be no change in traffic volumes, patterns, or vehicle speeds.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

2. Estimated Changes in Traffic Patterns:

Construction of a new bridge would allow heavy vehicles such as logging trucks to use this route.

Consequences:

Not significant.

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

A small amount of riparian vegetation would be removed on either side of the stream at the bridge site. Wildlife trails and passage ways along the stream banks would be interupted.

Consequences:

A temporary impact as the small amount of vegetation removal would not be significant and it is anticipated that game trails would reestablish under the structure. Procedures minizing harm to fisheries resources will be established with Fish and Wildlife Department.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No significant adverse effects are anticipated.

Consequences:

Effects on scenic resources would be confined to the removal of vegetation for the construction of the bridge and approaches.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | XXX | | |
| Urban Economist | | | |
| Water Quality Spec. | XXX | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | XXX | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other______________________

OSR
Clatsop

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 10, 1975

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Victor D. Wolfe
LOCATION ENGINEER

SUBJECT: N. Fork Klaskanine River Br.
Olney Cutoff Rd.-County Rd. No. 661
Clatsop County

37001 - [illegible]
[illegible]

Herewith transmitted is Authority for Survey, Draft Location Prospectus and Location Prospectus Map for the subject survey.

Off System Funding

Anticipated Region functional costs are listed as follows:

| | |
|---|---|
| Field (901) | $3,500 |
| Foundation Exploration | $2,500 |

JEC:MOH:kl

Attach.

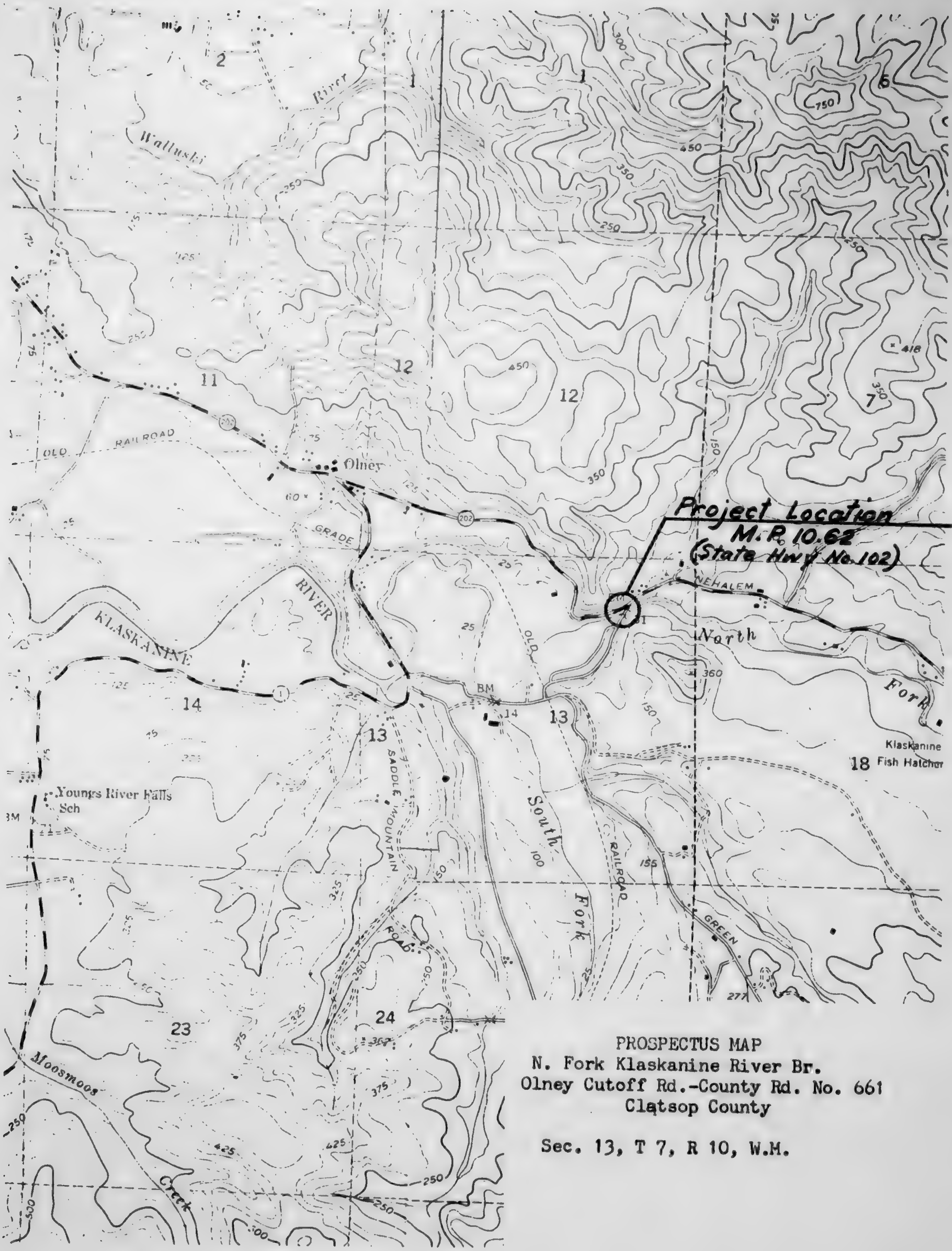
cc: James E. Chaney w/attachments
File

RECEIVED
COUNTY & CITY SECTION
OCT 24 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## AFT LOCATION PROSPECTUS
N. Fork Klaskanine River Br. (State Hwy Br. No. 11171)
Olney Cut-off Rd., County Rd. No. 661
Clatsop County

| | |
|---|---|
| HIGHWAY: | Olney Cut-off Rd. (Clatsop County Rd.) |
| TERMINI: | The northerly terminus is the intersection of the county road and the newly relocated Nehalem Secondary Highway.<br>The southerly terminus is 400' south of the above intersection. |
| LENGTH: | The total length is 0.08 mile. |
| NARRATIVE: | The purpose of this survey is to prepare plans, specifications, and cost estimate for 1) replacement and relocation of the existing county Bridge (State Hwy No. 11172) and 2) minor realignment of the existing county road. Foundation investigation will be done during the location survey. This is an off systems project. |
| CHARACTERISTICS: | The grade change would be negligible. The proposed alignment would improve both the Olney Cutoff Road alignment and the point at which it intersects the Nehalem Secondary Highway. |
| STANDARDS: | The proposed structure would meet the minimum FAS roadway widths standards. |
| TYPICAL SECTION: | 2 - 12 ft. travel lanes with 2 ft. shoulders. |
| BRIDGE: | The proposed structure is to have a 28 ft. roadway and a single span length of approximately 68 ft. The new structure is to be of a prestressed concrete slab or concrete box beam design. The proposed structure will be located southerly of Nehalem Highway at M.P. 10.62 approximately 100 ft. on the County's Olney Cut-off Road.<br>The existing structure is a single span pony truss with a length of 68 feet and a width of 16 ft. The roadway is presently 15'-1" with a $\frac{1}{4}$" macadam surfacing. |
| ACCESS: | N.A. |
| SURFACING: | Bridge approach surfacing is to be determined by Clatsop County. |
| MATERIAL: | Material would be from commercial sources. |
| ADDITIONAL FACILITIES: | None. |
| R/W: | None required. Minor realignment is on state owned land. |

| | |
|---|---|
| AGREEMENTS: | Agreements with Clatsop County would be required. |
| PARKS: | None affected. |
| UTILITIES: | None affected. |


Project Location
M.P. 10.62
(State Hwy No. 102)
Walluski
River
Olney
OLD RAILROAD GRADE
KLASKANINE RIVER
NEHALEM
North Fork
South Fork
SADDLE MOUNTAIN ROAD
RAILROAD
GREEN
Klaskanine Fish Hatchery
Youngs River Falls Sch
Moosmoos Creek
BM
2
6
7
11
12
12
13
13
14
18
23
24
202
1

PROSPECTUS MAP
N. Fork Klaskanine River Br.
Olney Cutoff Rd.-County Rd. No. 661
Clatsop County

Sec. 13, T 7, R 10, W.M.

Form E-39 (Rev. 9-71)

CC Clatsop Co

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section N. Fork Klaskanine River Br.

Date September 10, 1975

Highway Olney Cut-Off Rd., County Road 661

Authorization No. 1

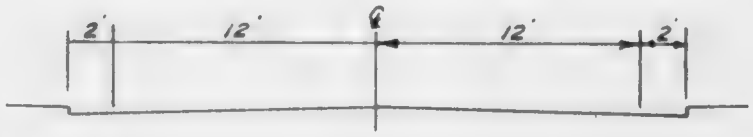
County Clatsop

Survey Prefix 204 - 1924 (Assigned by Salem office)

Description of termini, route, length, etc.:

The existing bridge is located immediately south of M.P. 10.62 on the Nehalem Highway, State Secondary Hwy. No. 102 and is located on the Olney Cut-Off Rd. which is a Clatsop County Rd. This is State Hwy. Br. No. 11172. The proposed structure will be located approximately 170 ft. downstream and will require realignment of approx. 400 ft. of county road. The entire project would be on State owned land. Total project length is 0.08 mi..

RECEIVED
COUNTY & CITY SECTION
NOV 19 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐



Purpose of survey:

To prepare plans, specifications, and cost estimate for a new structure and realigning a portion of the existing county road. This an Off System project.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 3,500 |
| Plans | 905 | 500 |
| Bridge | 906 | 6,000 |
| Soils | 910 | 500 |
| Hydraulics | 918 | 500 |
| Proj. Mgt | 920 | 100 |
| Specifications | 921 | 400 |
| Foundation Expl. | 926 | 2,500 |

OS-0400(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $14,000

Previous authorization . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

J E Chaney
James E. Chaney
Field Engineer

Recommended for Approval:

Victor D. Wolfe
Location Engineer

Recommended for Approval:

C. O. Fredrickson
Regional Engineer

Approved:

E S Hunter
Assistant State Highway Engineer

SP*23604-734

BRIDGE ENGINEERING SECTION
[illegible] APP. 11-11-75
[illegible] NO OS

CSR - Clatsop

Form E-39 (Rev 9-4)

OREGON STATE HIGHWAY DIVISION

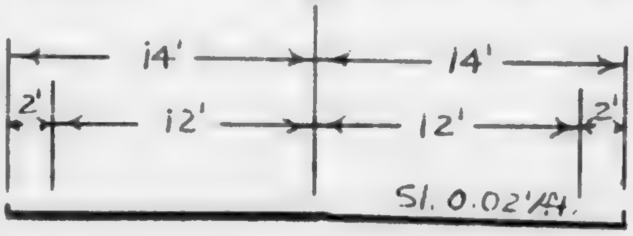
# AUTHORITY FOR SURVEY

Section S. Fork Klaskanine River Br.
Date September 10, 1975
Highway Olney Cut-Off Rd., County Rd. No. 661
Authorization No. 1
County Clatsop
Survey Prefix 204-1924 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is located about 0.53 mi. SW of M.P. 10.62 which is the intersection of Olney Cut-Off Rd. with the Nehalem Hwy., State Secondary Hwy. No. 102. The S. Fork Klaskanine River Br. is on the Olney Cut-Off Rd. which is a County Road, State Hwy. Br. No. 11171.

RECEIVED
COUNTY & CITY SECTION
NOV 1 1975
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐



TYPICAL SECTION
(Bridge)

Purpose of survey:

The purpose of the survey is to pr pare plans, specifications, cost estimate, and bridge vicinity map for the removal of the existing S. Fork Klaskanine River Br., construction of a new structure, riprap, and guardrail work. This project is an Off System project.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 3,500 |
| Plans | 905 | 500 |
| Bridge | 906 | 7,000 |
| Soils | 910 | 500 |
| Hydraulics | 918 | 500 |
| Proj. Mgt. | 920 | 100 |
| Specifications | 921 | 400 |
| Foundation Expl. | 926 | 2,500 |

OS-0400(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 15,000 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:
James E. Chaney, Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D. Wolfe, Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P.E. APPR. 11-11-75
FED. AID OS

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 19, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed OSR Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Road (OSR) projects on rural roads and streets. The projects requested by the local agencies are listed as follows:

## COUNTY-REQUESTED PROJECTS

Clackamas County. Construct a 32-foot wide concrete "T" beam and continuous concrete deck structure 190 feet long on the Petes Mountain Road (Weis Bridge). The estimated cost of this project is $462,000.

Clatsop County. Construct two 28-foot by 68-foot structures on the Klaskaninie River (Rock Bluff and Smiley's Hole Bridges). The estimated cost of this project is $190,000.

Douglas County. Construct a 30-foot wide concrete structure approximately 300 feet long on the South Umpqua River (Gazley Bridge). The estimated cost of this structure is $345,000.

Grant County. Grade, drain and base the Oxbow section of the Middle Fork, John Day River Road. The estimated cost of this project is $500,000.

Lane County. Grade, drain, base and pave a seven-mile section starting at State Primary Highway No. 36, northerly on the North Fork, Siuslaw Road. The estimated cost of the project is $500,000.

## CITY-REQUESTED PROJECTS

City of Canby. Grade, drain, base and pave N. Second Avenue, N. Third Avenue and N. Juniper Street sections. The estimated cost of the project is $102,000, of which $2,000 is 100 percent city costs.

City of Coquille. Grade, drain, base and pave Collier Street from 10th Street to 16th Street. The estimated cost of the project is $120,000, of which $20,000 is 100 percent city costs.

The total estimated cost of these projects is $2,219,000, of which $1,713,660 will be Federal costs, and $505,340 will be the responsibility of the local agencies. There will be no cost to the state.

These projects will be on the agenda for the August 27 meeting, and I recommend your approval.

Attachments

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Jack Graham
Gary Sund

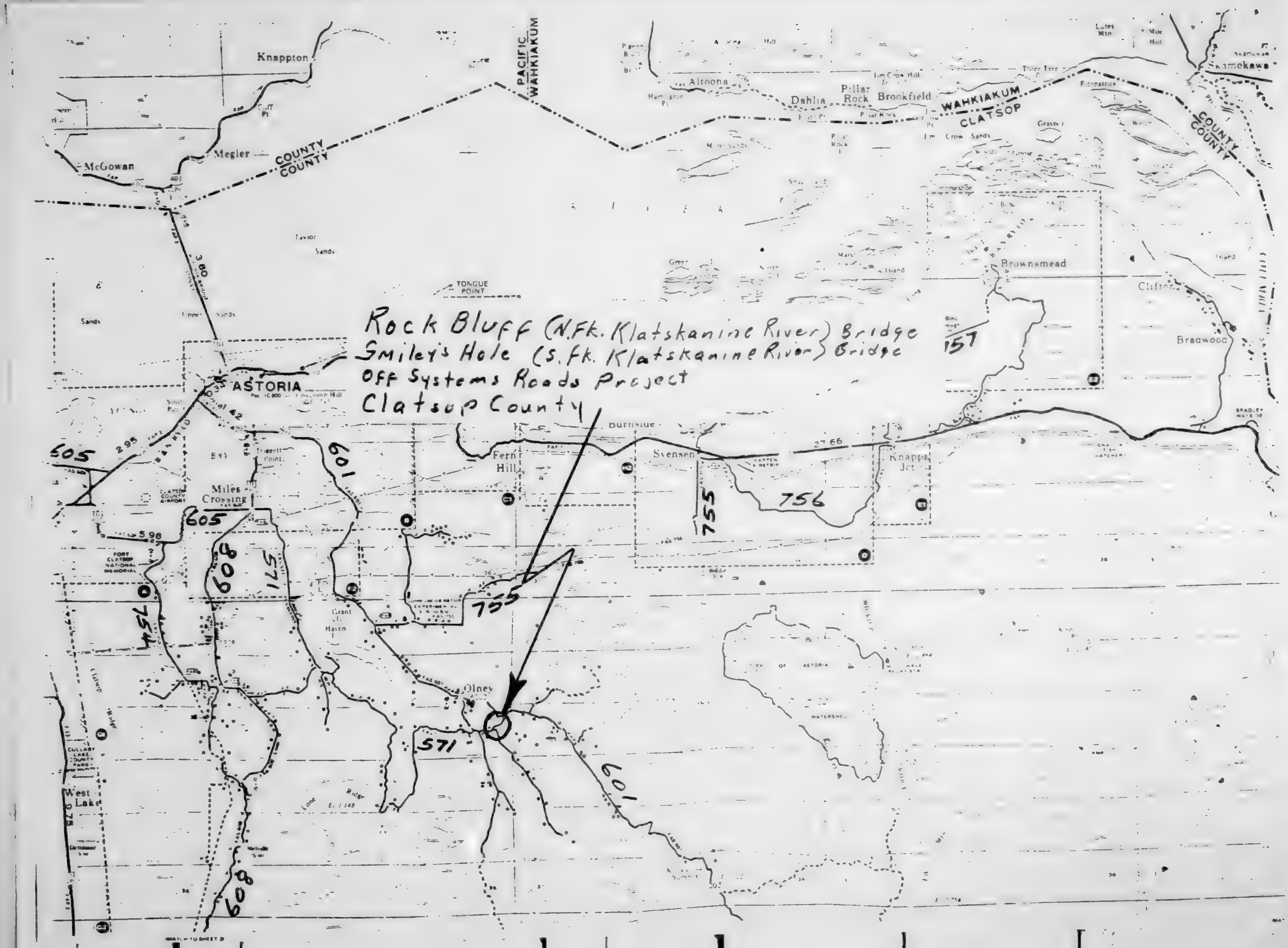
FFH:scr jwa

CLATSOP COUNTY
Proposed OSR Project

Project No. OS-0400(1)
Rock Bluff (N. Fork, Klaskaninie River) Bridge
Smiley's Hole (S. Fork, Klaskaninie River) Bridge
Structures
$190,000

Construct two 28-foot by 68-foot concrete structures. No additional right-of-way will be required. County will construct approaches, guardrail and remove existing structures. No utilities are affected. County has requested state to make survey, plans and specifications.

75-b
8/18/75



Rock Bluff (N.Fk. Klatskanine River) Bridge
Smiley's Hole (S.Fk. Klatskanine River) Bridge
Off Systems Roads Project
Clatsop County

Knappton
McGowan
Megler
COUNTY
COUNTY
PACIFIC
WAHKIAKUM
Altoona
Dahlia
Pillar Rock
Brookfield
WAHKIAKUM
CLATSOP
COUNTY
COUNTY
Skamokawa
Brownsmead
Clifton
Bradwood
Taylor Sands
TONGUE POINT
ASTORIA
380
295
42
605
601
157
756
755
27.66
Burnside
Fern Hill
Svensen
Knappa Jct.
Miles Crossing
598
605
809
571
754
Grant Haven
Olney
571
601
Lone Ridge
West Lake
809
CITY OF ASTORIA WATERSHED

6377 75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

| | |
|---|---|
| FEDERAL AID PROJECT NO. | HHS-213(23) |
| STATE PROJECT NO. | Olney Cutoff Road Section |
| COUNTY NAME | Clatsop |
| PROGRAM STAGE (Check) | ☐ 1. ☐ 2. |
| PROGRAM NO. | |
| ITEM NO. | HHS-42 |

FROM:

G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 15 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | August 12, 1975 | Secondary Route 601 | Secondary Route 102 |

GENERAL LOCATION:
State Route 202 - 0.77 miles SE Olney, SE 0.46 miles.

GENERAL DESCRIPTION OF WORK:
Section 209 - High Hazard Locations. Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of August 12, 1975 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's July 31, 1975 letter you are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at a total estimated cost of $10,800.00 - federal funds $9,720.00.

8-18-75
ORIGINAL TO
L. W. Rulien
w/att.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-12-75 | | Division Engineer |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

# CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

August 7, 1975

RECEIVED
COUNTY & CITY SECTION
13 1975
☐ ENGR. ☐ SUPR. ☐ DE ☐
☐ UPE ☐ CE ☐ RE ☐

REGION 2 ENGINEER
RECEIVED
AUG 11 1975
☑ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UPE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Department of Transportation
East State Highway Building
Salem, Oregon 97310
Attn: Mr. Phillip O Stearns
Regional Federal Aid Engineer

Dear Mr. Stearns,

Clatsop County herein makes application for funding under County Road Offsystem Project for the replacement of two steel bridges constructed in 1914. These bridges are now posted for eight (8) ton limits and are considered hazardous due to age, deterioration and lack of adequate width.

The existing bridges are described as follows:

a. Bridge across the Klaskanine River in Section 13T7NR10, Present bridge is eighty (80) feet long and sixteen (16) feet wide.

Removal and replacing existing bridge with new construction, H20 loading, eighty (80) feet long, twenty eight (28) feet travelled width, estimated cost $100,000.

b. Bridge across the North Fork of the Klaskanine River located at Rock Point adjacent to Highway 202 in Section 18T7NR9. Present bridge is sixty eight (68) feet long and sixteen (16) feet wide.

Removal and replacement of the existing bridge in its present location with new construction H20 loading, seventy (70) feet long, twenty eight (28) feet travelled width, estimated cost $90,000.

The above described bridges are on the same road, therefore one bridge has to be open at all times in order to provide ingress and egress to the areas served.

Sincerely,

H. M. Olsvick

H. M. Olsvick,
County Engineer

HMO:11

S. Fork

[illegible]

## COUNTY ROAD ~~FAS-C~~ off system PROJECT REQUEST

Name of County Clatsop FAS No. ________ Date Aug 7, 1975

County Road Name Olney Cut-Off. County Road [redacted]

Section Name Klaskanine River Smileys Hole Length ________

Type of Project Bridge

Location of Project (Attach sketch map) Sect 13T7NR10WWM

ADT ________ Road Class ________ Design Speed ________

Is this request for county bridge design only? Yes ____ No X

or for County FAS bridge design? Yes X No ____

I. ROAD PROJECT DATA

1. Traveled Surface: Type ________ Width ________
2. Shoulders: Type ________ Width ________
   (NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
   By County ____ County Date of Completion ________ By Contract ____
4. Bottom Base Course:
   By County ____ County Date of Completion ________ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____
5. Leveling Course:
   By County ____ County Date of Completion ________ By Contract ____
6. Binder Course:
   By County ____ County Date of Completion ________ By Contract ____
7. Traveled Surface & Shoulders:
   By County ____ County Date of Completion ________ By Contract ____
8. Clearing:
   By County ____ County Date of Completion ________ By Contract ____
9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) ________
   Width between curbs ________
10. Are AC footpaths behind curbs desired? Yes ____ No ____
11. Are there any structures to be replaced or altered? Yes ____ No ____
12. Will replacement be by: County ________ Contract ________
    (NOTE: If by contract, fill out bridge project data on pages 2,3, and 4)

FAS-C, Rev. 3/71

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders, with a suggested minimum of 28 feet. If structure is of substandard width, County must sign same to satisfaction of Federal Highway Administration.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently strip project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________

(NOTE: Guardrail must be installed before FHWA will accept completed project.)

21. Does County wish seeding and mulching incorporated into job?
Yes_____ No______

22. Can road be closed during construction? Yes_____ No______

Are special arrangements necessary? If so, explain.

23. Detour:
Required? Yes_____ No_____
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

24. Will traffic signals be required? Yes_____ No_____
If yes, give location and type:______________________________

25. Is project contingent upon other factors? Yes_____ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:______________________________

Remarks re Section I: ______________________________

## II. BRIDGE PROJECT DATA

1. Name of river or stream S Fk. Klaskanine River at Smileys Hole
2. Name of bridge Olney Cut-off · Smiley Hole (State # 11171)

3. Location (please attach map with location marked): ____________________
Section __13__ Township ______7______ Range ____10__________ W.M.

4. Desired width of bridge ______28'____ Length 80'______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders, with suggested minimum of 28 feet.)

5. Are sidewalks desired? Yes______ No__x___
Upstream________ Downstream_________ Width_____________

6. Does County wish a particular type of bridge design? Yes__X___ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. __Prestressed Concrete Slab or Concrete Box Beam__

7. Will County furnish any materials for bridge? Yes_____ No_X____
Explain________________________________________

8. Foundation Testing: By County? Yes_____ No_X___
By State? Yes__X__ No_____

9. Can road be closed during construction? Yes___X__ No_____
Are special arrangements necessary? If so, explain.

10. Detour:
Required? Yes_____ No_____
By County? Yes__X__ No_____
By Contractor? Yes_____ No_____

11. Approaches or Connections: By County? Yes__X__ No_____
By Contractor? Yes_____ No_____
Traveled surface: Type _______________ Width _______________
Shoulders: Type _______________ Width _______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guardrail: Desired on approaches or connections: Yes__X__ No_____
By County __X_____ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_X___ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

13. Existing Structure:
Remain in place? Yes_____ No_X___
Use for detour? Yes_____ No_X___
Removed by County? Yes__X__ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No___x__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:

By County? Yes __X__ No _____
By Contractor? Yes _____ No _____

15. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ________ No ___X___ Size __________
Company ______________________________
b. Sanitary sewer mains: Yes ________ No ___X___ Size __________
Company ______________________________
c. Storm sewer: Yes ________ No ___X___ Size __________
Company ______________________________
d. Gas mains: Yes ________ No ___X___ Size __________
Company ______________________________
e. Power lines: Yes ________ No ___X___ Size __________
Company ______________________________
f. Telephone lines: Yes ________ No ___X___ Size __________
Company ______________________________
g. Other Utilities: ______________________________

16. Does County wish provisions made for future utility attachment to structure? Yes ________ No ___X___

17. Does County wish lightpost bases and conduit installed?
Yes ________ No ___X___

18. Does County wish complete job of illumination in project?
Yes ________ No ___X___

19. Is project contingent upon other factors? Yes _______ No ___X___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: ______________________________

Remarks re Section II: Present Bridge Will become County property

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ___X___ No_______
   By County? Yes _______ No___X___
   (Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ___X___ No________

3. Construction plans and specifications to be prepared:
   By State? Yes___X___ No_______
   By County? Yes________ No_______

4. Does County desire center line to be permanently monumented as part of project? Yes_______ No___X___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_______ No___X___
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum __40__ Minimum __40__

2. Is any additional right-of-way needed? Yes_____ No __X__

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No __X__

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No __x__

6. Should material source site be included in right-of-way descriptions? Yes_____ No __X__

7. Is there any merchantable timber on right-of-way? Yes_____ No __X__

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No __X__

10. Is a hearing necessary? Yes_____ No __X__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No __X__
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No __X__
If yes, give type and name of utility company:_____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No __x__
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No __X__

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: ______________ (Left) ________________(Right)

19. Number of Trains: Passenger___________ Speed__________
Freight_____________ Speed__________

20. Angle of Intersection:____________________________________________

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:______________________________________________
_____________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:_____________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____________________________________________
_____________________________________________________________
_____________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ____________ Quarry ____________ Cinders ____________

2. Owner: County______ State______ Private______ Other______

3. Location: ____________ Section______ Township__________ Range_______ W.M.

4. If County lease, what are royalty payments?____________________

5. Materials furnished by County: Borrow_______ Select Topping _______
   Base Course_______ Level Course_______ Mineral Agregates_______
   Location____________________
   Miscellaneous Items____________________

Remarks re Section V____________________

## VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000

2. Available FAS Funds $ ———

3. Date match money is available Presently

4. Will there be any 100% County money? Yes______ No X

5. Maximum amount of 100% County money available: $____________

6. Date County requests letting: As soon as possible

Remarks re Section VI____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES:____________________

This application is not complete without an attached exhibit showing location of project.

By____________________
County ~~Judge~~ or Comm. Chairman

By____________________
County Commissioner

By Albert W Palmer
County Commissioner

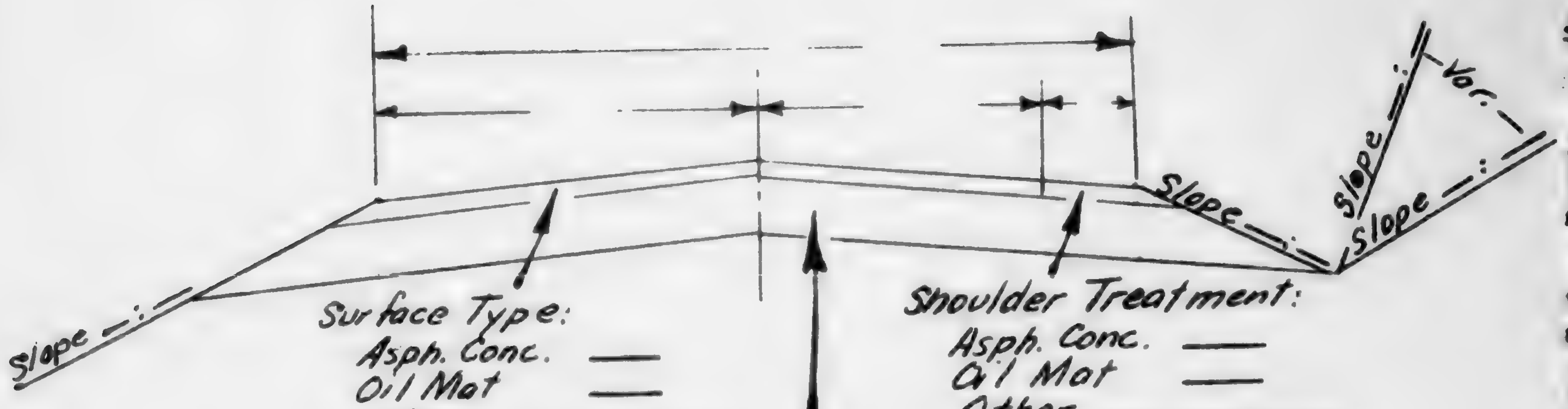
By N. M. Olsick
County Engineer

____________________
O.S.H.D. Field Engineer

Date____________

County Clatsop
Date August 6, 1975

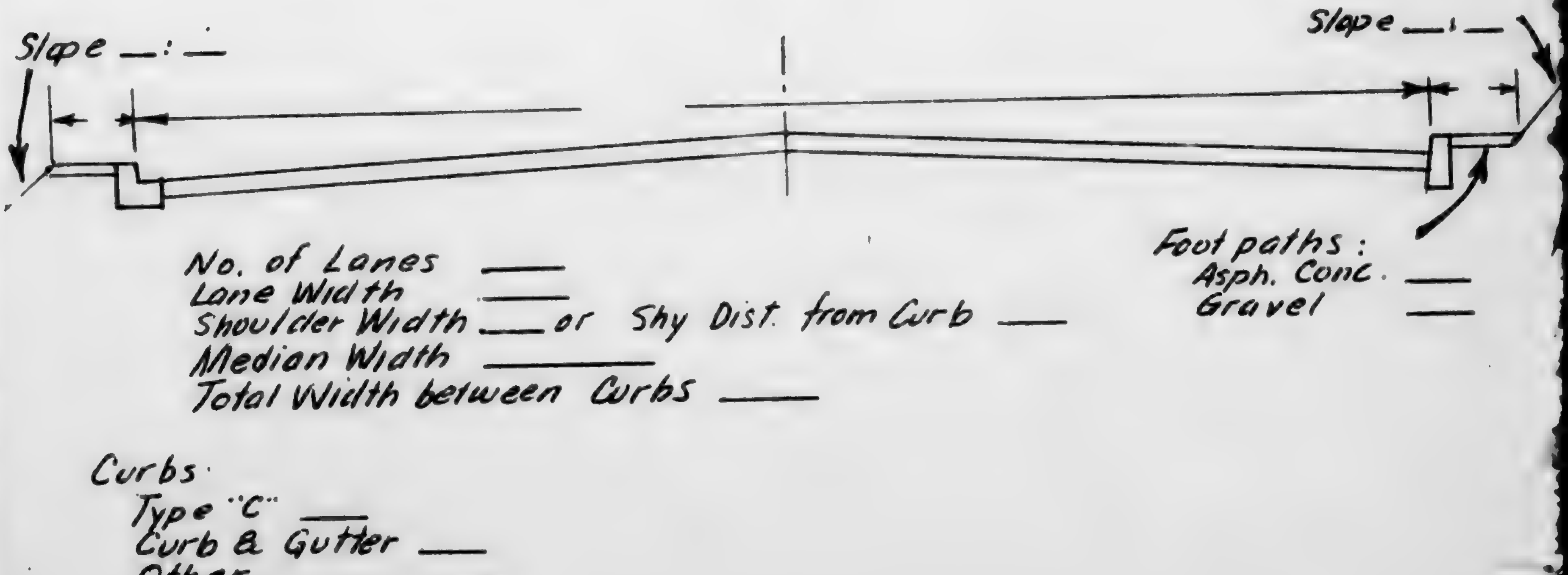
# TYPICAL SECTION


Slope —:—
Slope —:—
Slope —:—
Slope —:—
Var.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

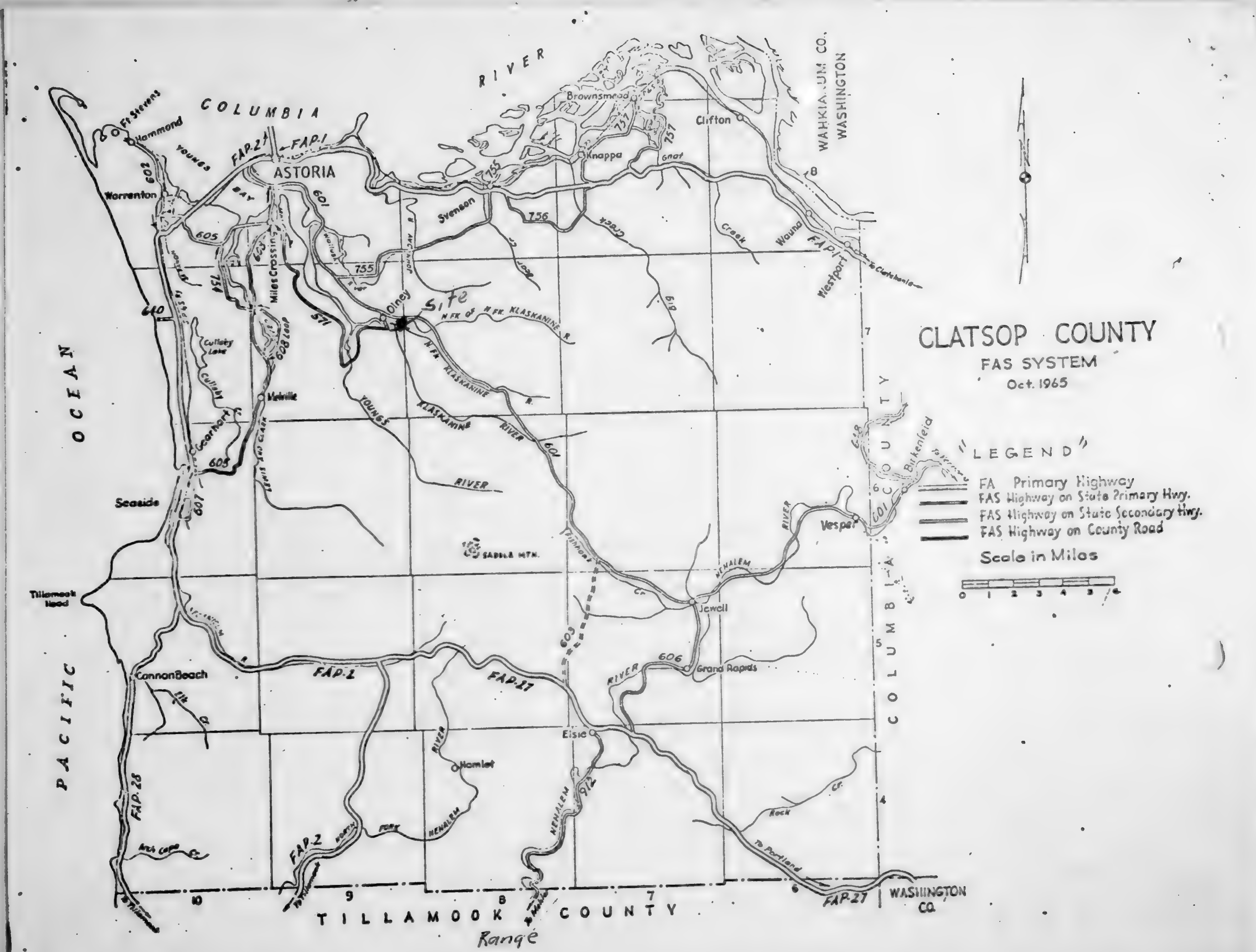
Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___


Slope —:—
Slope —:—

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___



# CLATSOP COUNTY

FAS SYSTEM

Oct. 1965

"LEGEND"

FA Primary Highway
FAS Highway on State Primary Hwy.
FAS Highway on State Secondary Hwy.
FAS Highway on County Road

Scale in Miles

0 1 2 3 4 5 6
COLUMBIA
RIVER
WAHKIAKUM CO.
WASHINGTON
COLUMBIA COUNTY
WASHINGTON CO.
TILLAMOOK COUNTY
Range
OCEAN
PACIFIC
Ft. Stevens
Hammond
Warrenton
ASTORIA
YOUNGS
BAY
FAP.2
FAP.1
FAP.27
FAP.28
602
605
601
754
755
756
757
603
608 Loop
571
606
640
912
Miles Crossing
Olney
Site
N. FK. of N. FK. KLASKANINE R.
N. FK. KLASKANINE R.
KLASKANINE RIVER
YOUNGS RIVER
Svenson
Brownsmead
Knappa
Clifton
Gnat
Creek
Big
Wauna
Westport
To Clatskanie
Cullaby Lake
Cullaby
Gearhart
Melville
LEWIS AND CLARK
Seaside
SADDLE MTN.
Tillamook Head
Cannon Beach
Elk
Arch Cape Cr.
To Tillamook
NORTH FORK NEHALEM
Hamlet
RIVER
NEHALEM
Elsie
Fishhawk
Jewell
Grand Rapids
Vesper
Birkenfeld
Rock Cr.
To Portland
10
9
8
7
6
5
4

N. Fork

Off system

## COUNTY ROAD [redacted] PROJECT REQUEST

Name of County Clatsop ~~FAS No.~~ ________ Date Aug 7, 1975

County Road Name Olney Cut-Off. County Road [redacted]

Section Name Klaskanine River Rock Bluff Length ________

Type of Project Bridge

Location of Project (Attach sketch map) Sect 13 T7NR10WWM

ADT ________ Road Class ________ Design Speed ________

Is this request for county bridge design only? Yes ____ No X
or for County FAS bridge design? Yes X No ____

I. ROAD PROJECT DATA

1. Traveled Surface: Type ________ Width ________
2. Shoulders: Type ________ Width ________
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
By County ______ County Date of Completion ________ By Contract ______
4. Bottom Base Course:
By County ______ County Date of Completion ________ By Contract ______
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____
5. Leveling Course:
By County ______ County Date of Completion ________ By Contract ______
6. Binder Course:
By County ______ County Date of Completion ________ By Contract ______
7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ________ By Contract ______
8. Clearing:
By County ______ County Date of Completion ________ By Contract ______
9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ________
Width between curbs ________
10. Are AC footpaths behind curbs desired? Yes ____ No ____
11. Are there any structures to be replaced or altered? Yes ____ No ____
12. Will replacement be by: County ________ Contract ________
(NOTE: If by contract, fill out bridge project data on pages 2,3, and 4)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders, with a suggested minimum of 28 feet. If structure is of substandard width, County must sign same to satisfaction of Federal Highway Administration.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently strip project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________

(NOTE: Guardrail must be installed before FHWA will accept completed project.)

21. Does County wish seeding and mulching incorporated into job?
Yes_____ No______

22. Can road be closed during construction? Yes_____ No______

Are special arrangements necessary? If so, explain.

23. Detour:
Required? Yes_____ No_____
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

24. Will traffic signals be required? Yes_____ No_____
If yes, give location and type:______________________________

25. Is project contingent upon other factors? Yes_____ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:______________________________

Remarks re Section I: ______________________________

II. BRIDGE PROJECT DATA

1. Name of river or stream N. Fk. Klaskanine River

2. Name of bridge Olney Cut-Off At Rock Point (State Hwy # 11172)

3. Location (please attach map with location marked): ____________
Section 13 Township 7 Range 10 W.M.

4. Desired width of bridge 28 Length 68'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders, with suggested minimum of 28 feet.)

**NOTE: Length grade etc. contingent upon grade and location proposed State Highway realignment.**

5. Are sidewalks desired? Yes ____ No ____
Upstream ____ Downstream ____ Width ____

6. Does County wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. Prestressed Concrete Slab or Concrete Box Beam

7. Will County furnish any materials for bridge? Yes ____ No X
Explain ____________

8. Foundation Testing: By County? Yes ____ No X
By State? Yes X No ____

9. Can road be closed during construction? Yes X No ____
Are special arrangements necessary? If so, explain.

10. Detour:
Required? Yes ____ No ____
By County? Yes X No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes X No ____
By Contractor? Yes ____ No ____
Traveled surface: Type ____ Width ____
Shoulders: Type ____ Width ____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guardrail: Desired on approaches or connections: Yes X No ____
By County X Contractor ____
Right side only? Yes ____ No ____
Both sides? Yes X No ____
**(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.**

**13. Existing Structure:**
Remain in place? Yes ____ No X
Use for detour? Yes ____ No X
Removed by County? Yes X No ____ **Determine At**
Removed by Contractor? Yes ____ No ____ **prejob conference**
Salvaged by Contractor for County? Yes ____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:

By County? Yes X No_____
By Contractor? Yes_____ No_____

15. Will any of the following utilities be attached to this structure?
- a. Water mains: Yes________ No x Size___________
  Company________________________________
- b. Sanitary sewer mains: Yes________ No x Size___________
  Company________________________________
- c. Storm sewer: Yes________ No x Size___________
  Company________________________________
- d. Gas mains: Yes________ No x Size___________
  Company________________________________
- e. Power lines: Yes________ No x Size___________
  Company________________________________
- f. Telephone lines: Yes________ No x Size___________
  Company________________________________
- g. Other Utilities:________________________________

16. Does County wish provisions made for future utility attachment to structure? Yes________ No x

17. Does County wish lightpost bases and conduit installed?
Yes________ No x

18. Does County wish complete job of illumination in project?
Yes________ No x

19. Is project contingent upon other factors? Yes_______ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:________________________________

Remarks re Section II: **Present bridge will become County Property. Time schedule ~~x~~ of contract contingent upon state Highway schedule of realignment of Highway around Rock Bluff**

III. **SURVEY DATA**

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ____
   By County? Yes ____ No X
   (Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared:
   By State? Yes X No ____
   By County? Yes ____ No ____

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum __40__ Minimum __40__

2. Is any additional right-of-way needed? Yes_____ No_X__

3. Will right-of-way be acquired by: Resolution_____ or Deed______

4. Should State prepare options? Yes_____ No__X__

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_X___

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No___X__

10. Is a hearing necessary? Yes_____ No__X__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_X___
If yes, give type and name of utility company:__________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No___X__
If yes, give type and name of utility company:__________________________

13. Are utilities on existing right-of-way by permit ______ or by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ NoX____
If yes, give name of irrigation company or district____________________
and dates between which water can be turned off: From________________
To__________________

15. Are there any railroad crossings? Yes_____ No_X___

16. Name of Railroad________________________________________________

17. Number of tracks: Mainline_____ Siding_____ Total______

18. Sight Distance: ______________ (Left) ________________(Right)

19. Number of Trains: Passenger____________ Speed__________
Freight______________ Speed__________

20. Angle of Intersection:________________________________________

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:________________________________________
____________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV________________________________________
____________________________________________________________
____________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ______
Miscellaneous Items ______

Remarks re Section V ______

## VI. FINANCIAL DATA

1. Estimated Cost: $ 190,000

2. Available FAS Funds $ ——————

3. Date match money is available Presently

4. Will there be any 100% County money? Yes ______ No X

5. Maximum amount of 100% County money available: $ ______

6. Date County requests letting: As soon as possible

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By Albert M Palmer
County Commissioner

By Hiram C Johnson
County Commissioner

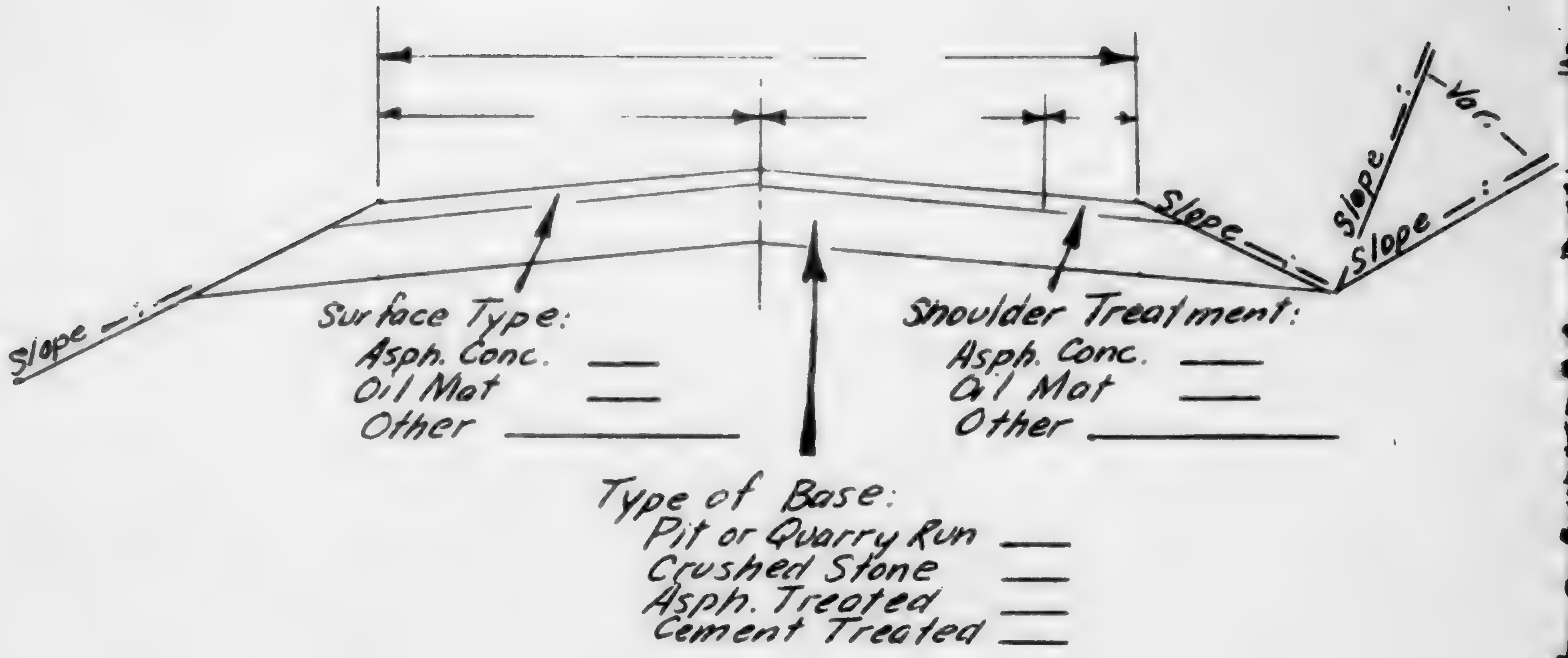
By H.M. Olsrick
County Engineer ~~or Roadmaster~~

______
O.S.H.D. Field Engineer

Date ______

County Clatsop
Date August 6, 1975

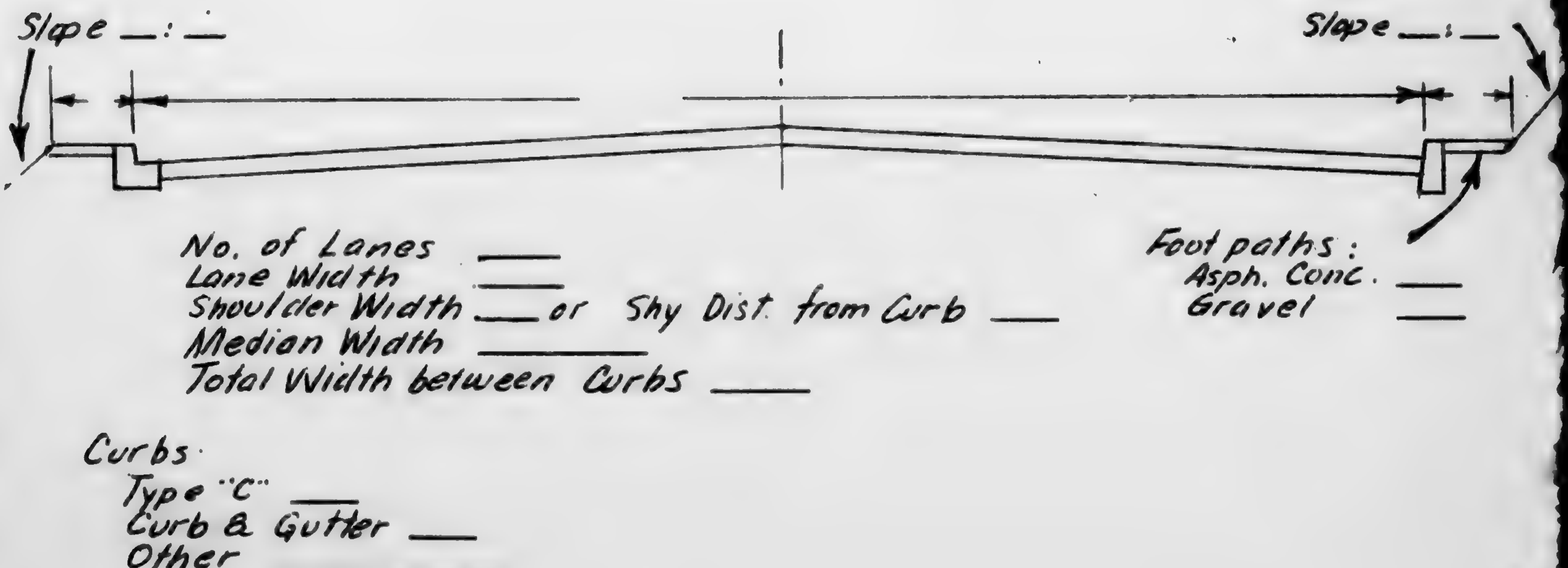
# TYPICAL SECTION


Slope ___ : ___
Slope ___ : ___
Slope ___ : ___
Slope ___ : ___
Var.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___


Slope ___ : ___
Slope ___ : ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

## Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date August 6, 1975

### A. PROJECT IDENTIFICATION

Name of Project Bridge Construction (replace existing) (Section)

Location of Project Olney Cut-Off County Road [redacted] (Highway Name) (Highway No., US - ORE)

(City) Clatsop (County) Oregon (Region)

Program Off System (Funding) 100,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replace existing steel bridge 16 feet in width with limited capacity

Origin and History: Safety and regional implementation

### C. DESCRIPTION OF PROJECT

Length 80 feet

Termini Bridge across s. Fk. Klaskanine River at Smileys Hole on Olney (State # 11171) Cut off Road

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) **Existing 40' R/W land use agricultural**

Typical Section

Structures **28' X 80 Concrete Bridge**

Characteristics (ADT)

Other General Information (or Supplemental information to items)

**County wants right to participate in construction scheduling**

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

**Traffic during construction can be diverted in alternate direction without serious inconvenience to public**

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☐ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

N atural drainage, Environmental setting will be enhanced

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Agricultural-Land use not affected by project

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: **NONE**

   Consequences:

2. Estimated Changes in Traffic Patterns: **NONE**

   Consequences:

3. Estimated Changes in Land Use: **NONE**

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: **NONE**

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: **NONE**

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

**NONE**

7. Potential for Controversial Issues:

**NONE**

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☒ Other **NONE**

[illegible]

Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date August 6, 1975

### A. PROJECT IDENTIFICATION

Name of Project Bridge Construction ( replace existing)
(Section)

Location of Project Olney Cut-Off County Road
(Highway name) (Highway No., US - ORE)

(City) Clatsop (County) Oregon (Region)

Program Off-System (Funding) $90,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replace existing steel bridge 16 feet in width with limited capacity

Origin and History: Safety and regional implementation

### C. DESCRIPTION OF PROJECT

Length 68 feet

Termini Bridge across N.Fk. Klaskanine River at Rock Bluff ([illegible])

Alignment ☐ New ☒ Existing ☐ Combined

RECEIVED
COUNTY & CITY SECTION
SEP [illegible] 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ I.E ☐ UC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(Form (1) 6-24)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 40' R/W land use

Agricultural

Typical Section

Structures 28' X 68 Concrete Bridge

Characteristics (ADT)

Other General Information (or Supplemental information to items)

County wants right to participate in construction scheduling

Length, elevation and schedule contingent upon proposed State Highway

realignment

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Traffic during construction can be diverted in alternate direction
without serious inconvenience to public

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

## I. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Natural Drainage, Environmental setting will be enhanced

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Agricultural--Land use not affected by project

## G. PRELIMI[illegible]Y ASSESSMENT OF ENVIRONMENTAL [illegible]ACTS

1. Estimated Right-of-Way Requirements: NONE

Consequences:

2. Estimated Changes in Traffic Patterns: NONE

Consequences:

3. Estimated Changes in Land Use: NONE

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: NONE

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: NONE

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

NONE

7. Potential for Controversial Issues:

NONE

## II. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | X | | |

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consider- [illegible]

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other NONE

July 31, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-213(23)

We are submitting program data for one project, Item No. 42, Project No. HHS-213(23), "Olney Cutoff Road Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

Enclosed are narrative, sketch plan, sketch map, pictures and accident data prepared by our Traffic Section for this project.

We request the following:

(1) Waiver of State Clearinghouse and District 1 Clearinghouse A-95 review based on the fact that the work involved is such that it will not affect decisions on other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

(2) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval.

DRH:bz
Enclosure

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 7-31-75

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) 1 (20) | PROJECT LOCATION (45 typewriter spaces) 21 SR 202, 0.77 mi. S.E. Olney, S.E. 0.46 mi. 65 | ADT | PRESENT 500* | FUTURE (66) 900 (70) | YEAR (71) 95 (72) | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (76) | PROJECT NUMBER PREFIX LETTER(S) 14 HHS- 23 | NUMBER 7 213 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS Rural Secondary | COUNTY NAME Clatsop | | | | CODE (14) 007 |
| | NAME OF URBAN AREA 17-31 - - | ROUTE NO. S | FEDERAL-AID 601 (32) | STATE 102 (36) | U.S. (37) - - | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (18) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | St. Rte. 202, 0.77 mi. S.E. Olney, S.E. 0.46 mi. | .46 | 10,800 | 9,720 | 1,080 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) | | "Olney Cutoff Road Sec." | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | .46 | 10,800 | 9,720 | 1,080 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

*DHV 100

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-31-75

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| 45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| . S.E. Olney, S.E. 0.46 mi. |  | 500* | 900 | 95 | 10 | Oregon | 41 | 142 | 42 |

|  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ler | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|  |  |  |  |  |  |  |  | HHS- | 213 | (23) |  |

ary

COUNTY NAME Clatsop CODE C07

ROUTE NO. S FEDERAL-AID 601 STATE 102 U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

| EP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
|  | St. Rte. 202, 0.77 mi. S.E. Olney, S.E. 0.46 mi. | .46 | 10,800 | 9,720 | 1,080 |  | Preliminary Engineering all phases. |
|  |  |  |  |  |  |  | (Future construction for 2-12' lanes H.T. pave. with 4' shldrs |
|  | "Olney Cutoff Road Sec." |  |  |  |  |  |  |
|  | PROJECT TOTALS | .46 | 10,800 | 9,720 | 1,080 |  |  |

REMARKS

*DHV 100

-OVER-

USCOMM DUSCOMM-DC 48905-P61

## OLNEY CUTOFF ROAD SECTION

## PROJECT NO. HHS-213(23)

Existing Facility: 16-foot P.C.C. roadway with 3-foot gravel shoulders.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of all phases of preliminary engineering for the future construction, on improved alignment, to provide two 12-foot travel lanes with 4-foot shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Waiver of State Clearinghouse and District 1 Clearinghouse A-95 review being requested under program submittal letter.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 24, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 1.

Data for PR-37:

| | |
|---|---|
| Field Work - - - - - - - - - - - - - - - - - | $ 7,000.00 |
| P.S. & E. Preparation - - - - - - - - - - | 3,800.00 |

FORM 81 734.10 [illegible]

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 29, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Nehalem Hwy. @ Olney Cutoff Road
Clatsop County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4) ✓
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 1 : E. L. Everton

RECEIVED
STATE HWY ENGR
JUL 30 '75
REFER TO
FOR

| Info | Inves | R.D | D R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

APPROVED
EAH
E. S. Hunter
Date 7-31-75

## Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date July 10, 1975

### A. PROJECT IDENTIFICATION

Name of Project Nehalem Highway @ Olney Cutoff Road (Section) HHS-213 (-)

Location of Project Nehalem (Highway Name) Oregon Secondary 102 (Highway No., US - ORE)

---- (City) Clatsop (County) II (Region)

Program Title II (Funding) $300,000-$500,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to reconstruct an approximately ½ mile of the Nehalem Highway to eliminate a substandard area of reversing curves, restricted sight distance, and increasing or horizontal clearance.

Origin and History: Authority for Survey requested 4/1/75.

### C. DESCRIPTION OF PROJECT

Length 0.46 mile.

Termini The westerly terminus is at M.P. 10.29, the easterly terminus is at M.P. 10.75.

Alignment ☐ New ☐ Existing ☒ Combined

CATEGORY
3 PROJECT

NON-MAJOR

(Form (1) 9-74)

## Description of Project (cont.)

Right-of-Way (acreage and type of land use) It is intended that construction will be within the existing right-of-way. However, a small area of additional right-of-way may be required at the westerly end of the project.

Typical Section The proposal is to construct a 32 foot paved highway section providing two 12-foot travel lanes with 4-foot shoulders.

Structures

Characteristics (ADT) The 1973 ADT was approximately 400 vehicles. Heavy trucks accound for about 18 percent of the traffic.

Other General Information (or Supplemental information to items) The project section is within a state owned quarry site. A disposal site for excess rock material would be required. Three alternatives for this disposal will be studied.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives for the disposal of excess material being considered are: (1) sell the excess material to an adjacent commercial quarry, (2) stock pile the material in an adjacent quarry site or (3) use the material to reconstruct a section of the Nehalem Highway between M.P. 5.6 and 6.2, raising the grade in an area subject to flooding.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☒ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project is within a partially developed quarry site. The easterly portion of the project traverses a rock formation that extends northerly from the existing highway. Westerly of the rock formation, the land form changes to rolling hills skirting the northerly side of Klatskanine river flood plane. The existing highway also follows along the northerly side of the flood plane in the project area. Vegetative cover varies in density and variety from the barren areas of the rock formation to a seral regrowth of the logged over rolling hills.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use on the northerly side of the river ranges from a developed home site near the easterly end of the project to open woodlands at the westerly end, separated by the above mentioned rock formation. The rock formation adjacent to the highway has been used in the past as a material source for highway construction. Further north, an active commercial quarry is in operation. On the southerly side of the river, the rock formation extends on the south and has been utilized to some extent for quarry rock. To the west of the rock formation, adjacent to the river flood plane, the land is used for farming. A power line that generally follows the edge of the highway would be affected by construction. An underground telephone cable along the highway may also be affected.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

A small amount of right-of-way may be required at the westerly end of the project.

Consequences:

Not significant. Some Alder trees, scattered firs, and low growing brush would be removed. This type of vegetation is abundant and continues in the area. Right-of-way requirements are not considered significant and therefore a public hearing would not be required.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Not significant. Project impacts would not affect the Klatskanine river flood plain.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

No significant adverse effects are anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | X | | |
| Air Quality Engineer | X | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

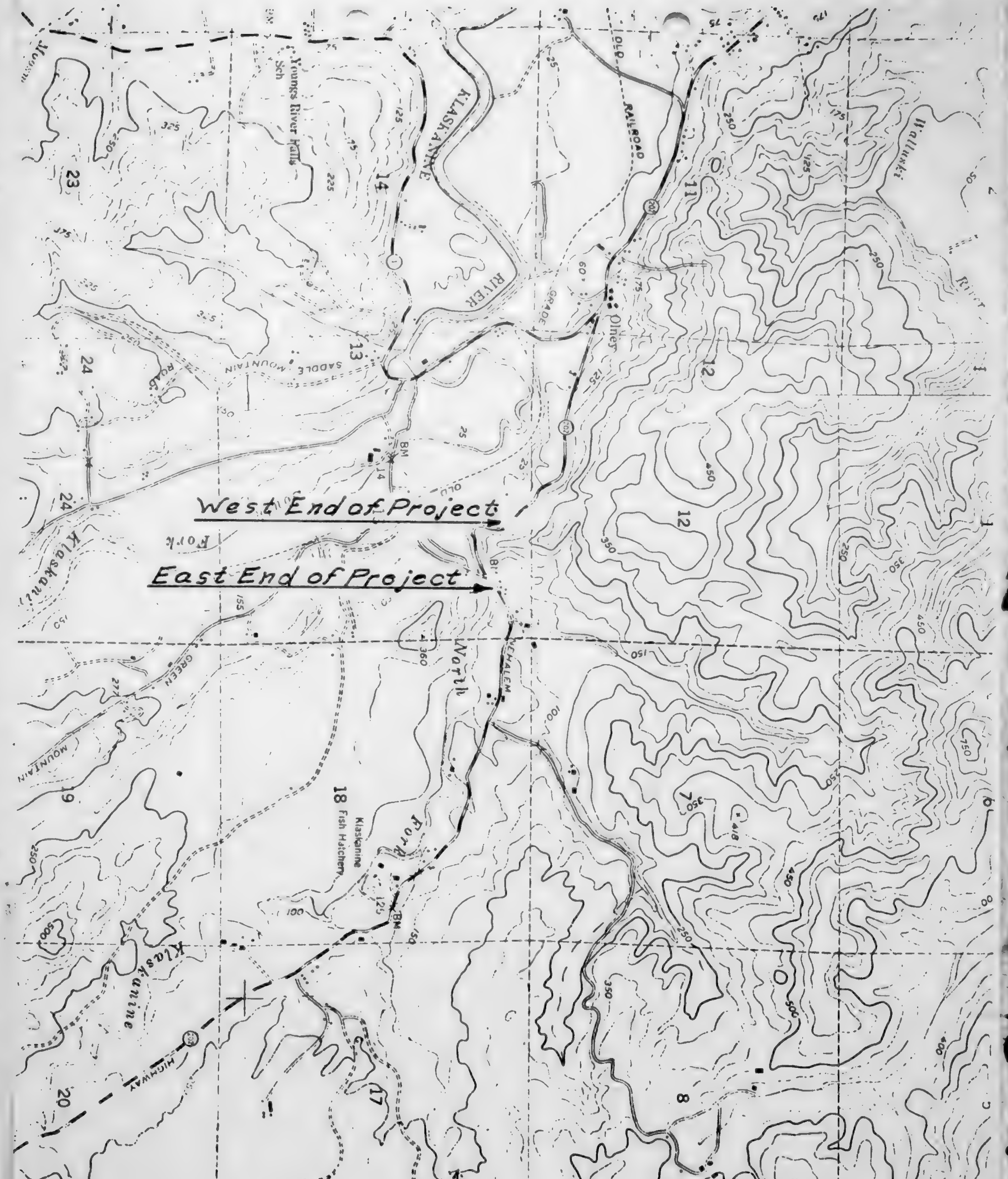
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other______________________


West End of Project
East End of Project
Youngs River Falls Sch
KLASKANINE RIVER
OLD RAILROAD GRADE
Olney
Wallooskee River
SADDLE MOUNTAIN ROAD
Klaskanine Fork
GREEN MOUNTAIN
North Fork
NEHALEM
Klaskanine Fish Hatchery
Klaskanine
HIGHWAY
North
Estoos
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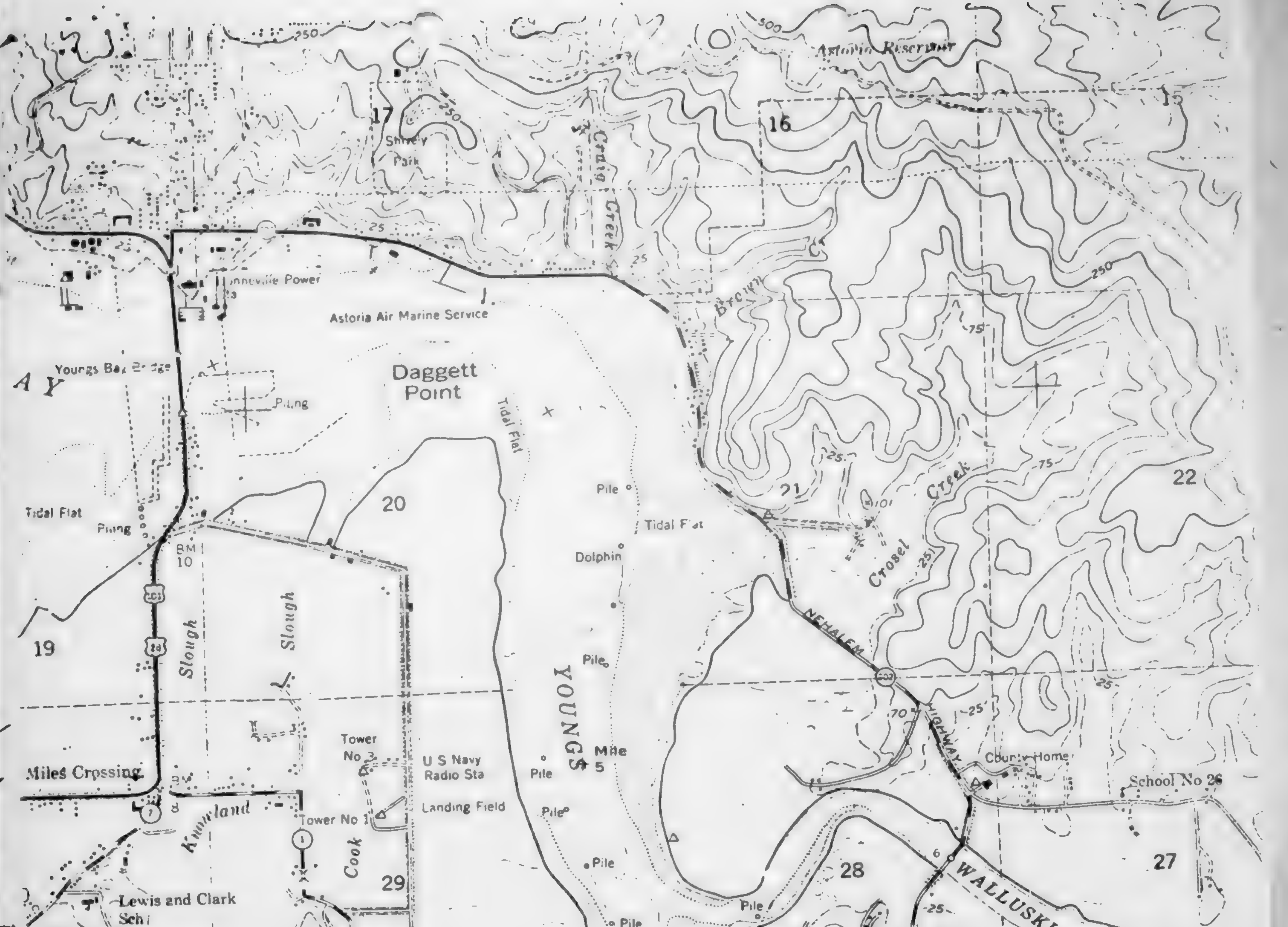
202


Astoria Reservoir
17
Shively Park
Craig Creek
16
15
Bonneville Power
Astoria Air Marine Service
Youngs Bay Bridge
Daggett Point
Piling
Tidal Flat
20
Tidal Flat
Piling
BM 10
19
Slough
Slough
Pile
Tidal Flat
Dolphin
21
Crosel Creek
Creek
22
YOUNGS
NEHALEM
HIGHWAY
Tower No 3
U S Navy Radio Sta
Landing Field
Tower No 1
Mile 5
Pile
Miles Crossing
Knowland
Cook
29
Lewis and Clark Sch
County Home
School No 26
28
27
WALLUSKI
RIVER
RIVER
Alternative Disposal Site
BM 39
Greenwood Cem
Tidal Flat
33
32
34
Tidal Flat
Island
BM 23
Binder Slough
Mile 7
Fry
Grant Island
5
3
250
25
75
187

FORM 81 734 3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
October 27, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
S. Fk. Klaskanine River Bridge
Olney Cut-Off Road
Clatsop County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 1 : E. L. Everton

RECEIVED
STATE HWY ENG'R
OCT 27 '75
REFER TO
FOR
Info | Inve | R&D | D R | Sig | Act | File

APPROVED
EJH
E. S. Hunter
Date 10-27-75

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 10, 1975

## A. PROJECT IDENTIFICATION

Name of Project South Fork Klaskanine River Bridge (Section) OS-0400 (-)

Location of Project Olney Cut-off Road (Highway Name) County Road 661 (Highway No., US - ORE)

(City) Clatsop (County) II (Region)

Program OSR (Funding) $100,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace an existing steel bridge (circa 1911) with a prestressed concrete slab or box girder structure that will provide adequate horizontal clearance and load rating for present traffic requirements.

Origin and History: County Road off system project request initiated August 7, 1975, approved by the Transportation Commission August 27, 1975. Request for Authority to Survey submitted September 10, 1975.

## C. DESCRIPTION OF PROJECT

Length 80 foot structure and approaches.

Termini Bridge site is 0.53 mile S.W. of the intersection of Olney Cut-off Road and the Nehalem Highway at M.P. 10.62.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural** (Topography, Flora, Soils, Water Features, Drainage, etc.) The bridge site is in a rural setting on the valley floor near the confluence of the North and South Forks of the Klaskanine River. The valley floor is relatively flat and broad at the bridge site dividing north of the bridge into two separated vallies. One extending to the southeast along the North Fork at the river and the other extending in a more southerly direction along the South Fork. Outside of the fringe of riparian vegetation along the stream meanders the valley floors are open and densely covered with pasture grass.

The soils of the valley floor are water deposited silts and clays from the decomposed Astoria formation of the steeper hill sides above the valley floor. The silts and clays formed by the decomposing formation have poor perculation qualities and are considered poorly drained.

The South Fork of the Klaskanine River drains approximately 30 square miles of the mountain slopes and valley floor of the coastal mountain range. A history

(Continue on page 3A)

**Cultural** (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use surrounding the bridge site is agricultural apparently in one ownership. Farm buildings, silos and extensive pasture lands indicate that at one time this was a dairy farm. At the present time the one farm home in the bridge vicinity is occupied by an elderly couple and no farm activities of any type were observed although farm buildings and fields appeared to be well kept up.

Noise levels appear to be common to a sparsely populated rural area. Noise levels from the low traffic volumes are estimated to be well below the FHWA guidelines. An occasional log truck passing by would be noticeable. Air quality is considered to be good to excellant with only a minimal quantity of automotive produced pollutants. It is not anticipated that a new structure at this site will significantly change traffic volumes, average speeds or traffic patterns, consequently there would be no significant change in the ambient noise levels or air quality.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

2. Estimated Changes in Traffic Patterns:

None anticipated.

Consequences:

3. Estimated Changes in Land Use:

None anticipated as a result of the proposed bridge replacement.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Bridge construction would require the removal of some brush and tree limbs. Removal of the existing bridge would require the removal of piling from the streambed.

Consequences:

Not significant but should be coordinated with the Oregon Fish and Wildlife Division.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None anticipated.

Consequences:

FORM 81 734 1030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
October 27, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
S. Fk. Klaskanine River Bridge
Olney Cut-Off Road
Clatsop County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 1 : E. L. Everton

RECEIVED
STATE HWY ENG
OCT 27 '75
REFER TO
FOR
Info | Inve. | R/D | D/R | S.S. | Att

RECEIVED

APPROVED
EJH
E. S. Hunter
Date 10-27-75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

**Memorandum**

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 22, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon OS-0400(-)
N. Fork Klaskanine River Bridge and
S. Fork Klaskanine River Bridge
Olney Cut-off Road
Clatsop County
Project Assessments

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessments submitted with Mr. Rulien's October 13 letters have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during project development.

RECEIVED
STA[illegible] HWY [illegible]
OCT 23 '75
REFER TO

William H Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

Ben/R

[illegible] ENT [illegible]
ROUTING
P.M. ENGINEER
PROJ. [illegible] ENGR.
[illegible] ENGR.
COUNTY CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
OCT 23 1975

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 10, 1975

## A. PROJECT IDENTIFICATION

Name of Project South Fork Klaskanine River Bridge (Section) OS-0400 (-)

Location of Project Olney Cut-off Road (Highway Name) County Road 661 (Highway No., US - ORE)

(City) Clatsop (County) II (Region)

Program OSR (Funding) $100,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace an existing steel bridge (circa 1911) with a prestressed concrete slab or box girder structure that will provide adequate horizontal clearance and load rating for present traffic requirements.

Origin and History: County Road off system project request initiated August 7, 1975, approved by the Transportation Commission August 27, 1975. Request for Authority to Survey submitted September 10, 1975.

## C. DESCRIPTION OF PROJECT

Length 80 foot structure and approaches.

Termini Bridge site is 0.53 mile S.W. of the intersection of Olney Cut-off Road and the Nehalem Highway at M.P. 10.62.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None required.

Typical Section The proposed structure would have 28 feet of horizontal clearance providing two 14 feet travel lanes.

Structures A single span prestressed concrete slab or box girder structure 80 feet long crossing the South Fork of the Klaskanine River.

Characteristics (ADT) Not available.

Other General Information (or Supplemental information to items) Clatsop County desires to remove the existing structure and to construct the approaches. It is proposed to close this section of county road during construction. Alternate routes are available by passing the bridge site.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Bridge designs are the only alternatives considered.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The bridge site is in a rural setting on the valley floor near the confluence of the North and South Forks of the Klaskanine River. The valley floor is relatively flat and broad at the bridge site dividing north of the bridge into two separated vallies. One extending to the southeast along the North Fork at the river and the other extending in a more southerly direction along the South Fork. Outside of the fringe of riparian vegetation along the stream meanders the valley floors are open and densely covered with pasture grass.

The soils of the valley floor are water deposited silts and clays from the decomposed Astoria formation of the steeper hill sides above the valley floor. The silts and clays formed by the decomposing formation have poor perculation qualities and are considered poorly drained.

The South Fork of the Klaskanine River drains approximately 30 square miles of the mountain slopes and valley floor of the coastal mountain range. A history

(Continue on page 3A)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use surrounding the bridge site is agricultural apparently in one ownership. Farm buildings, silos and extensive pasture lands indicate that at one time this was a dairy farm. At the present time the one farm home in the bridge vicinity is occupied by an elderly couple and no farm activities of any type were observed although farm buildings and fields appeared to be well kept up.

Noise levels appear to be common to a sparsely populated rural area. Noise levels from the low traffic volumes are estimated to be well below the FHWA guidelines. An occasional log truck passing by would be noticeable. Air quality is considered to be good to excellant with only a minimal quantity of automotive produced pollutants. It is not anticipated that a new structure at this site will significantly change traffic volumes, average speeds or traffic patterns, consequently there would be no significant change in the ambient noise levels or air quality.

Natural (Continued)

of flood frequencey and magnitudes are not readily available. A hydraulic of the stream may be required for a bridge design. The Klaskanine River and its tributaries, including the South Fork is considered a valuable fishery and recreational resource. Fall run chinook Salmon were observed spawning in the stream at the bridge site.

Riparian vegetation along the stream bank consists of an overstory of Red Alder with a few isolated hemlock intermixed. Single specimens of Lombardi poplar and Black Locust were also observed. A middle story of Red Elderberry and Himalaya Berry are present throughout the riparian zone and extend up the mountain slopes at the valley edges. A sparse understory at Bracken Fern and native grasses persists in the more shaded areas along the stream banks.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None required.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None anticipated.

   Consequences:

3. Estimated Changes in Land Use:

   None anticipated as a result of the proposed bridge replacement.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Bridge construction would require the removal of some brush and tree limbs. Removal of the existing bridge would require the removal of piling from the streambed.

   Consequences:

   Not significant but should be coordinated with the Oregon Fish and Wildlife Division.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None anticipated.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

The stream bed at the bridge site is a salmon spawning area.

7. Potential for Controversial Issues:

None anticipated.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | XXX | | |
| Urban Economist | | | |
| Water Quality Spec. | XXX | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

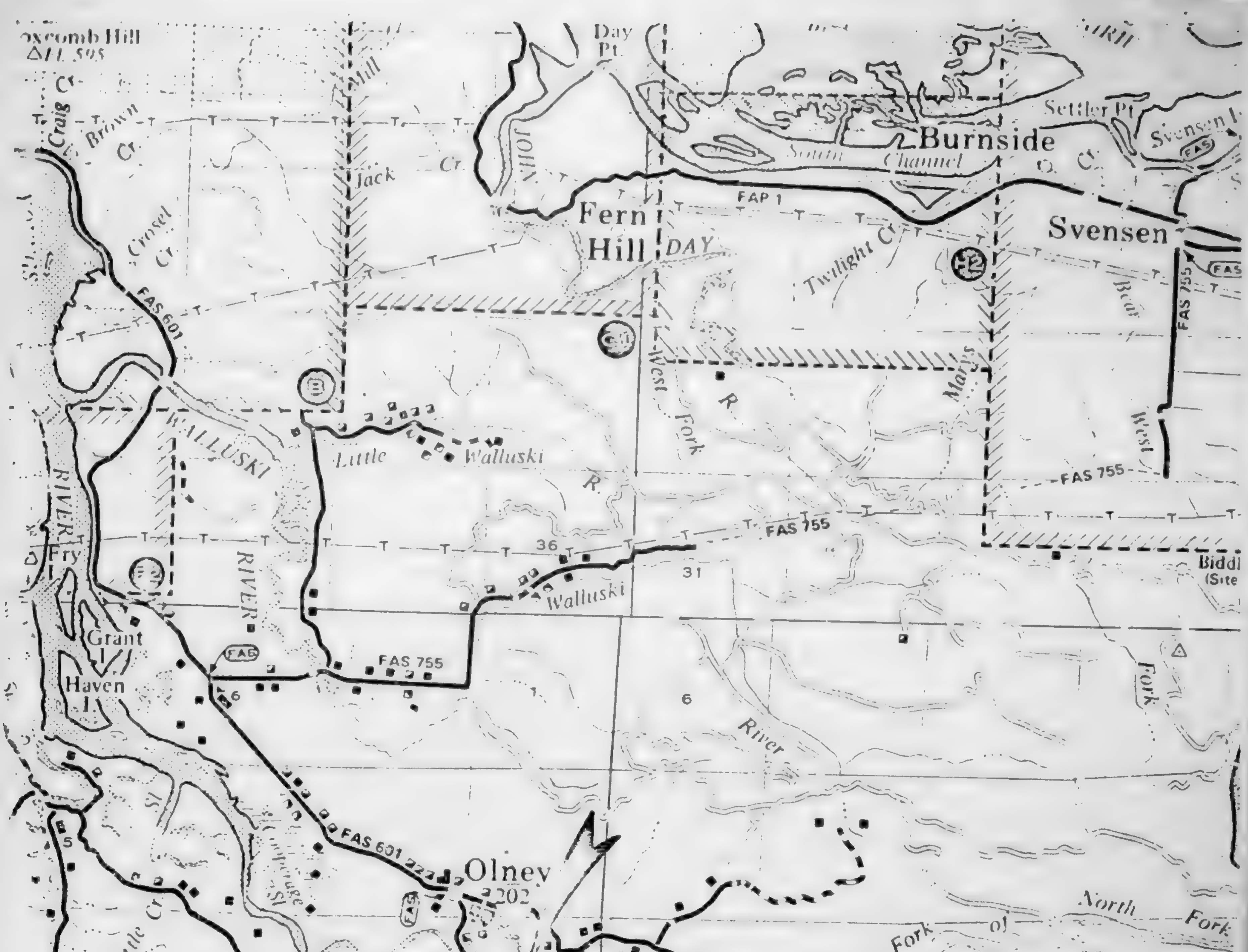
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________


Coxcomb Hill
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Craig Cr.
Brown Cr.
Crosel Cr.
Jack Cr.
JOHN
Day Pt.
Fern Hill
DAY
Burnside
South Channel
Settler Pt.
Svensen
Twilight Cr.
Bear
FAP 1
FAS 601
FAS 755
FAS 571
WALLUSKI
RIVER
Little Walluski
R.
Walluski
West Fork
Marys
West
Fry I.
Grant I.
Haven I.
Battle Cr.
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South Fork Klaskanine River Bridge
Olney Cut-Off Road
County Road 601
Clatsop County

FORM 81-736-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 8, 1976

FROM: W. R. Fretwell
REGION GEOLOGIST
WRF Fretwell

SUBJECT: Rock in the Olney Point
Use as an aggregate source

TO: Memo to the files.

The question has arisen regarding the suitability of the rock in the Olney Point for use as an aggregate source. The structure is that of a large, blocky intrusive. The quality of the material is suitable but it will break into quite large pieces and be difficult to handle. The quantity is also questionable.

WRF:gj

cc. C. G. Swenson (Rd. Design)

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[illegible]
2 Swenson
Anderson
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FORM 81 734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

October 27, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
N. Fork Klaskanine River Bridge
Olney Cut-off Road
Clatsop County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 1 : E. L. Everton

APPROVED
ESH
Hunter
Date 10-27-75.

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OCT 27 '75
REFER TO
FOR
Info | Inves | R.D | D.R | Sign | Att | File

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 22, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon OS-0400(-)
N. Fork Klaskanine River Bridge and
S. Fork Klaskanine River Bridge
Olney Cut-off Road
Clatsop County
Project Assessments

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessments submitted with Mr. Rulien's October 13 letters have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during project development.

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STATE HWY ENGR
OCT 23 '75
REFER TO
Rulien
FOR

| Info | Inves | R.D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

William H. Kappus cy Schroeder
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

Ben/R

MANAGEMENT SECTION

| ROUTING | | ACTION | INFO |
|---|---|---|---|
| P.M. ENGINEER | | | |
| [illegible] ENGR. | | | |
| [illegible] | | | |
| COUNTY CITY | OCT 23 1975 | | |
| FEDERAL AID | | | |
| INVENTORY-NEEDS | | | |
| MILEAGE CONTROL | | | |
| PROG. & SCHEDULE | | | |
| REMARKS: | | | |

BEN GIFFORD

Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date October 8, 1975

### A. PROJECT IDENTIFICATION

Name of Project North Fork Klaskanine River Bridge (Section) 05-0400 (-)

Location of Project Olney Cut-off Road (Highway Name) County Road 661 (Highway No., US - ORE)

(City) Clatsop (County) II (Region)

Program OSR (Funding) $90,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a new bridge and approach roads crossing the North Fork of the Klaskanine River replacing an existing structure (circa 1914). The proposed structure would be on an improved alignment providing adequate stopping distance as well as capacity.

Origin and History: An off system project request was submitted August 7, 1975. The Transportation Commission approved the project August 27, 1975. A request for Authority for Survey was submitted June 25, 1975.

### C. DESCRIPTION OF PROJECT

Length 0.08 mile

Termini The northerly terminus is at the intersection of the relocated county road and the Nehalem Highway at M.P. 10.62. The project would extend to the south approximately 400 feet to the southerly terminus.

Alignment ☒ New ☐ Existing ☐ Combined

The proposed structure site is approximately 170 feet downstream (west) from the existing structure.

CATEGORY 3 PROJECT

non-major

(Form (1) 9-74)

structure and the removal of the existing structure would not require any significant amount of work in the flowing stream. Any work in the stream would be coordinated with the Oregon Fish and Wildlife Division.

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)** The bridge site is within a rural area that extends along the valley floor of the North Fork of the Klaskanine River drainage area. The valley floor is flat to rolling decending in elevation to the north and west. The bridge site is immediately downstream from a basalt rock dike that crosses the valley floor in a north-south direction. Both the river and the highway pass through a narrow opening through the rock dike and compete for available room. The valley floor is fairly open with a fringe of riparian vegetation following the meander of the river. The open areas are densely covered with pasture grass which changes abruptly at the valley sides where the terrain changes to the steeper slopes of the surrounding mountains . The mountain slopes were logged off a number of years ago and are now in the seral stages of regrowth.

The North Fork of the Klaskanine River and its tributaries above the bridge site drain approximately 30 square miles of the mountain slopes and valley floors of the coastal range. The stream is considered to be a valuable fishery and recreational resource. A salmon hatchery is located approximately 1.5 miles upstream from

cont. page 3a

**Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)** Land use is an intermix of farming, logging and industrial uses. The valley floor is predominately cultivated pasture land. The steeper hillsides and narrow valleys extending out from the river channel are generally logged over woodlands in various stages of regrowth. Farm homes and home sites are scattered along the highway and adjoining county roads. An old quarry site is evident to the south and east of the bridge site where a basalt dike extends across the valley floor. A commercial quarry is in operation excavating rock from the basalt dike that extends to the north from the river channel.

Existing utilities that may be effected by construction are overhead power lines and underground telephone cables.

cont. page 3a

## NATURAL

the bridge site and fall run chinook salmon were observed spawning in the river just downstream from the bridge site on October 1, 1975. The number of fish in the very limited area observed would indicate that the stream is heavily used as a spawning area.

Soils of the valley floor are water deposited silts of graded small gravel, sand and silty clays. The slopes above the valley floor are decomposed sediments of the Astoria formation which break down into silt and clay soils which have poor pereulation qualities: Float from the rock dike is scattered along the valley floor and river channel.

The riparian vegetation lining the stream banks consist of an overstory of Alder and Big Leaf Maple with Alder being the predominant specie. The middle and understory species are sparse being limited to shade tolerant varieties such as red elderberry and bracken. Himalaya berries exist in the more open spaces and along the edges of the riparian zone. A few hemlock are also present in this area. On the mountain slopes above the valley floor immature douglas fir is becoming the dominant overstory specie, overtopping the alder amd maples and other vegetation of the seral regrowth cycle.

## CULTURAL

Outside of the temporary impacts of construction it is not anticipated that the proposed bridge would have any significant impact on the ambient noise levels or air quality as there would be no change in traffic volumes, patterns, or vehicle speeds.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

2. Estimated Changes in Traffic Patterns:

Construction of a new bridge would allow heavy vehicles such as logging trucks to use this route.

Consequences:

Not significant.

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

A small amount of riparian vegetation would be removed on either side of the stream at the bridge site. Wildlife trails and passage ways along the stream banks would be interupted.

Consequences:

A temporary impact as the small amount of vegetation removal would not be significant and it is anticipated that game trails would reestablish under the structure. Procedures minizing harm to fisheries resources will be established with Fish and Wildlife Department.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No significant adverse effects are anticipated.

Consequences:

Effects on scenic resources would be confined to the removal of vegetation for the construction of the bridge and approaches.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | XXX | | |
| Urban Economist | | | |
| Water Quality Spec. | XXX | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | XXX | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other______________________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

April 22, 1976

Donald E. Keyes

FROM: D. E. Keyes
Location Liaison Engineer

SUBJECT: Olney Cutoff Road Junction Section
Clatsop County

TO: FILE

On April 20 I telephoned John Payne of the Portland District Corps of Engineers to ascertain whether a Corps permit would be required for the construction of the bridges over the North Fork Klaskanine River and the South Fork Klaskanine River that are included in the subject project. It was agreed that both rivers enter the Klaskanine River above the designated point of traditional navigable water and the north and south forks would not be considered primary tributaries to a navigable stream.

In this case a Corps permit is not required under Phase II of Corps permit program which becomes effective on July 1, 1976. However, if some of the work below ordinary high water within the waterway is still to be done after July 1, 1977, when Phase III becomes effective, a Corps permit will be required.

DEK:mc

cc L. W. Rulien
J. H. Versteeg ✓
W. J. Hart
C. O. Fredrickson

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APR 26 1976
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Receiver Keep
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MORTON H. ZALUTSKY P C
ATTORNEYS AT LAW

MORTON H. ZALUTSKY
PHILIP RUBIN

BISHOP'S HOUSE
219 S W STARK STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 224-0500

ENGINEER
RECEIVED

May 13, 1976

Mr. J. B. Boyd
Right-Of-Way Engineer
Oregon Highway Division
Highway Building
Salem, Oregon 97310

Re: File 37484
Olney Cutoff Road Junction
Nehalem Highway

Dear Mr. Boyd:

Thank you for your prior letter dated May 11, 1976.

We commissioned Mr. Ronald McReary, a civil engineer, to study the project proposed by the Oregon State Highway Division. I strongly believe that as a reasonable man, you will cancel the proposed taking of my client's property after you have considered the following points which Mr. McReary made based on his study.

1. Taking Not Required

Based on his review of the proposed construction plan, Mr. McReary has advised me that the property which you propose to take has very little, if anything, to do with the proposed highway project. Instead, the proposed taking really relates to a planned construction of a bridge presumably to be carried out by Clatsop County if and when the funds are available. He states that the dangerous point on the road can be corrected without the need to take my client's property.

2. Change Course Of River - Environmental Damage

According to Mr. McReary, the proposed construction on my client's property requires a planned bank protection (riperap) along the bank facing the highway. This will deflect the thread of the flow of stream during high stages (flood stages) which will cause a deflection of the natural flow direction. The result will be to severly erode the southerly bank of the stream and to cause

cc D. CHRISTIANSEN

[illegible]
Waife
cc Welch

cc Fredrickson

a gravel bar to form in the middle of the stream. At lower flows, the deflected river will continue to cut away the bank. At higher flows, the bank will be cut even more so, causing the island (gravel bar) to get bigger. The ultimate result will be to disturb the natural channel of the stream and to cause damage to the fish. Undoubtedly, the change in the course of a river can cause problems for the wildlife that depend on the river.

3. Damage To Fish

The proposed construction calls for the removal of the large trees along the bank facing the highway. Mr. McReary states that the existing trees prevent the rays of the sun from directly hitting the young fish during the months of May to October. Removal of these trees will mean that the young fish will no longer receive the required "shading". This could seriously hurt the fish.

4. No Environmental Impact Study Made

Mr. McReary has examined the proposed construction plans and finds no environmental impact study. It appears that an environmental impact study has not been made. Such a study would indicate the damage that would be caused to the environment by the proposed construction along the bank of the river. You should note that the federal government which, according to Mr. McReary, will provide the funds for the proposed construction requires that an environmental impact study be made before the federal government issues funds to the state. Indeed, federal law requires such a study.

5. Legal Description Of Property

Mr. McReary states that the description of the property in the option agreement is not an acceptable legal description because it is based upon lines and stationing of the designing highway engineer. We cannot hire a surveyor to survey the property based upon your description. The red flagging represented to me to be the general location of the property is actually different than the description shown on the construction plans and sketches sent to me.

My clients believe as you do that the dangerous point on the Nehalem Highway must be corrected. But it is clear from Mr. McReary's study that you can eliminate this dangerous point without taking my clients' property. Indeed, according to Mr. McReary, it is clear from the construction plans that the taking is really a subterfuge and that the property will be used by Clatsop County in building a future bridge.

Finally, by avoiding the unnecessary construction along the banks of the river, the serious damage to the environment and the fish will be prevented.

I hope this letter will convince you that taking my client's property is totally unnecessary. My clients are prepared to litigate this issue in the Oregon courts, if necessary, to prevent the needless taking of property. I do hope we can avoid such litigation. Please call me if you have any questions or wish to discuss this matter further.

Very truly yours,

MORTON H. ZALUTSKY P.C.

Philip Rubin

PR/pjp
cc: Mr. & Mrs. Frank Gindroz
Mr. Ronald McReary

1 Versteeg
2 Olson
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13

UNITED STATES GOVERNMENT

*Memorandum*

DEPART. NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 24, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon HHS-213(-)
Nehalem Hwy. at Olney Cutoff Road
Clatsop County
Project Assessment

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 11, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO Rulien
FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
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| ✓ | | | | | | |

7-28-75
ORIGINAL TO
L.W. Rulien

8400 Powder River (Phillips) Br. 1976
Sec. E. of Baker
(Structure)

C+A 5645 5-12-76

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                                                                              APRIL 1980        PAGE  194
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH     FISCAL          GRAND TOTAL     ACTIVE YRS
                                                                                YEAR TO DATE       TO DATE        BEG    END
  UPRR/BRNT RV BR-HUNTINGTON   CONT NO 9071   FA PROJ NOS RS  510002 100
                                 501    1003     201      00 P 1    22,669.00                                     STATE
                                 501    1003     204      00 P 1     1,133.45CR    72,619.00        72,619.00      80     80
                                 501    1003     296      00 N 9    67,478.77CR     3,630.95CR       3,630.95CR    80     80
                                 501    1003     298      00 N 9    67,478.77      68,694.84CR      68,694.84CR    80     80
                                 501    1003     900      00 P 1     4,433.25      68,694.84        68,694.84      80     80
                                 501    1003     900      00 N 1                    9,814.87         9,814.87      80     80
                                 501    1003     920      00 P 1                       20.25            20.25      80     80
                                 501    1003     950      00 P 1       105.37         113.36           113.36      80     80
                                                 TOT      P1        26,074.17         141.33           141.33      80     80
                                                 TOT      N1                       79,057.61        79,057.61
                                              ** JOB TOTALS **      26,074.17 **       20.25            20.25
                                                                                   79,077.86 **     79,077.86 **
  CAMPBELL ST CITY OF BAKER    CONT NO          FA PROJ NOS RRP 920001 100
                                 501    1086     205      01 N                                                    STATE
                                 501    1086     205      01 N 1                                     6,829.69CR    77     77
                                 501    1086     260      01 P 1     1,623.30                        6,829.69      77     77
                                 501    1086     285      01 P 1                    1,805.30         2,343.28      77     80
                                 501    1086     296      00 N 9       192.14CR       192.27CR      68,296.90      77     77
                                 501    1086     298      00 N 9       192.14         192.27        67,852.17CR    77     80
                                 501    1086     299      00 N 9                                    62,730.00      77     80
                                 501    1086     900      00 P 1     1,226.23       1,409.55         5,122.17      77     77
                                 501    1086     900      01 P 1                                     1,419.97      77     80
                                 501    1086     915      00 P 1                                       324.89      77     78
                                                 TOT      00                                           316.32      77     77
                                                 TOT      P1         2,849.53       3,214.85         6,829.69CR
                                                 TOT      N1                                        72,701.36
                                              ** JOB TOTALS **       2,849.53 **    3,214.85 **      6,829.69
                                                                                                    72,701.36 **
  POWDER RIVER BR              CONT NO 8400 * FA PROJ NOS RS  110901 100
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                                 501    1087     206      00 N 1                                   113,469.20      76     77
                                 501    1087     296      00 N 9                                        12.14      77     77
                                 501    1087     297      00 N 9                                   114,838.61CR    76     77
                                 501    1087     298      00 N 9                                    11,300.00      76     76
                                 501    1087     900      00 P 1                                   103,538.61      76     77
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                                                 TOT      P1                            5.52           100.74      76     80
                                                 TOT      N1                                       120,758.82
                                              ** JOB TOTALS **                **        5.52           112.88
                                                                                        5.52 **    120,871.70 **
  BENTON CO PAVEMENT MARKING   CONT NO        * FA PROJ NOS PMS 005008 100
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                                 502    1081     297      00 N 9                    8,427.33CR      83,630.62CR    75     80
                                                                                    1,684.98                       78     80
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                                      TOT     N9                            30,155.02CR        30,155.02CR
                                   ** JOB TOTALS **     13,093.60CR**                  **                 **

                                                                                                       STATE
  POWDER RIV BR (PHILLIPS)   CONT NO     # FA PROJ NOS RS  110901 100
                              501   1942   296    00 N 9                    2.84           1,128.39CR
                              501   1942   298    00 N 9                    2.84CR         1,128.39
                              501   1942   901    00 P 1                                      10.29CR
                              501   1942   901    00 N 1                                   2,310.92
                              501   1942   905    00 N 1                                     967.72
                              501   1942   906    00 P 1                                      76.40
                              501   1942   906    00 N 1                                   2,340.47
                              501   1942   914    00 P 1                                       4.32
                              501   1942   918    00 P 1                                     223.79
                              501   1942   918    00 N 1                                   1,041.21
                              501   1942   920    00 P 1                                      33.40
                              501   1942   921    00 P 1                                     192.67
                              501   1942   921    00 N 1                                      51.32
                              501   1942   923    00 P 1                                     464.44
                              501   1942   924    00 P 1                                      53.88
                              501   1942   926    00 P 1                                     277.45

TOTAL TO DATE JOB COST SUMMARY                                          APRIL 1980         PAGE  638
                                                                          FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                  501   1942     926      00 N 1                                1,389.19
                                                 TOT      P1                                    1,316.06
                                                 TOT      N1                                    8,100.83
                                              ** JOB TOTALS **              **            **    9,416.89  **

                                                                                                       STATE
  UPPR/BURNT RIV BR, HUNTGTN   CONT NO     # FA PROJ NOS RS  510001 100
                              501   1942   296    00 N 9      72.74CR     14,230.37CR     27,291.72CR
                              501   1942   297    00 N 9                                     875.00
                              501   1942   298    00 N 9      72.74       14,230.37       26,416.72
                              501   1942   901    00 P 1                     232.15       12,468.53
                              501   1942   901    00 N 1                                      25.64
                              501   1942   905    00 P 1                   1,503.62        1,503.62
                              501   1942   906    00 P 1                   2,434.80        4,591.35
                              501   1942   909    00 P 1                     133.10          134.30
                              501   1942   910    00 P 1                     431.00          431.00
                              501   1942   914    00 P 1                   1,023.34        1,236.08
                              501   1942   918    00 P 1                     553.87          565.54
                              501   1942   920    00 P 1                     156.25          156.25
                              501   1942   921    00 P 1                   1,390.64        1,390.64
                              501   1942   922    00 P 1                      46.24           46.24
                              501   1942   923    00 P 1                      38.31           38.31
                              501   1942   924    00 P 1                     810.57        2,591.66
                              501   1942   926    00 P 1                                      16.58
                              501   1942   926    00 N 1
                              501   1942   927    00 P 1                   5,635.20        5,635.20
                                           TOT       P1                   14,389.09       30,788.72
                                           TOT       N1                                      42.22
                                        ** JOB TOTALS **           **     14,389.09  **   30,830.94  **

                                                                                                       STATE
  BELL FOUNTAIN RD-PAC HWY W   CONT NO     # FA PROJ NOS RS  500001 100
                              501   1942   296    00 N 9                      16.73         8,092.69CR
                              501   1942   298    00 N 9                      16.73CR       8,092.69
                              501   1942   901    00 P 1                                   2,811.43
                              501   1942   901    00 N 1                                      29.64
                              501   1942   902    00 P 1                                      91.02
                              501   1942   903    00 P 1                                   1,639.63
```

P

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 2-25-80 | CC2033 | | 501-1087-297 |

**BILL TO:** Code:

Baker County Court
Courthouse
Baker, Oregon 97814

Attn: Hon Dennis L. Fuller Co. Judge

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| | | | |

Final billing: Powder River (Phillips)

Bridge Section

FAS 01-109
RS-01109

| | |
|---|---|
| County advance deposit | $14,300.00 |
| County share of costs | 8,750.50 |
| | $ 5,549.42 |

(Please send copy of itemized statement with billing.)

Pd

| | |
|---|---|
| Advance Deposit Amount | $ 14,300.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 11,300.00 |
| Balance | $ 3,000.00 |
| Transfer to Highway Fund | $ ----- |
| Refund Due | $ 3,000.00 |
| Partial or final request for billing | Final |
| Number of the previous request in connection with this service. | CC 1605 AD 224 |

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D. E. Swan

SP*35736-734

Form 734-1066

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by
Baker County Court
Courthouse
Baker, Oregon . 97814
Attn: Hon. Dennis L. Fuller
County Judge

Date 2-25-80
Invoice No.
P.O. No.
Crew No.

Refund due Baker County for the Powder River

(Phillips) Bridge Section FAS 1-109

Project # RS-01-109

$2,549.42 -

C.C. 2033
c.c. 1609
501-1087-297

D E Swan
D. E. Swan

3/3/80
Date

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** DATE: 2-25-80

**County** Baker **Contract No.** 8400 **Date Completed** 11-5-76

**FAS** 01-109 **Section** Powder River (Phillips) Br.

**PAYMENTS TO CONTRACTOR**

| | ITEM | | TOTAL COST |
|---|---|---|---|
| PE | Archeological Salvage | | $ 464.44 |
| Construction Costs | (Fed. Part.) | | 113,469.20 |
| Engineering | | | 7,289.62 |
| TOTAL | (Fed. Part.) | | $120,758.82 |
| TOTAL | (Fed. Part.) | | $121,223.26 |
| Interest paid to contractor | | (NON Part.) | $ 12.14 |
| Construction Engineering | | | 95.22 |
| TOTAL | | (NON Part.) | $ 107.36 |

| | |
|---|---|
| Total Construction Cost | $121,330.62 |
| Federal Funds Collected | 103,936.82 |

County share of costs are as follows:

½ ($121,223.26 - 103,936.82) + 107.36 = $8,750.58

| | |
|---|---|
| County advance deposit | $14,300.00 |
| County share of costs | 8,750.58 |
| | $ 5,549.42 |

**Reference: Billing Form** CC2033

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO RS-01-109(1)

VOUCHER PERIOD From: 5/12/76 To: 10/31/78

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $130,283.07 | $122,074.83 | 85.74% | $104,667.00 | $104,667.00 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | | 2-20-80<br>V.E. Skoog, Controller |

0.00

85.74 [illegible] 730.18

104,667.00
730.18
[illegible]

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **Power River (Phillips) Bridge Section**<br>**FAS-01-109 (Middle Bridge Road)**<br>**Baker County** | | | | | |
| | **Preliminary Engineering** | | | | | |
| | **Type Code P.E.** | | | | | |
| | State | All Required | | | $ 851.62 | |
| | **Type Code Y070** | | | | | |
| | Archeological Salvage | All Required | | | 464.44 | |
| | Total P.E. | | | | $ 1,316.06 | |
| | **Construction** | | | | | |
| | **Type Code X081** | | | | | |
| | **Structure, Bridge No. 16290 (Sta. 103+85 To 104+85) Contract #8400** | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $113,469.20 | |
| | **Construction Engineering** | | | | | |
| | State | All Required | | | $ 7,289.62 | |
| | Total Participating Cost | | | | $122,074.88 | |
| | **Nonparticipating Items** | | | | | |
| | Preliminary Engineering (State) | All Required | | | $ 8,100.83 | |
| | Interest Paid to Contractor | All Required | | | 12.14 | |
| | Construction Engineering | All Required | | | 95.22 | |
| | Total Nonparticipating Cost | | | | $ 8,208.19 | |
| | TOTAL COST | | | | $130,283.07 | |
| | Prepared based on Participating costs as shown on the Federal Billing as of 1/30/80. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

STATE COPY 8400(1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>RS-01-109(1) | 2. COUNTY<br>Baker | 3. STATE<br>Oregon |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of Bridge No. 16290 over the Powder River. The structure, with a roadway width of 31.5 feet and a length of 100 feet, is located on the "Powder River (Phillips) Bridge Section" of FAS Route 01-109 approximately eighteen miles east of the town of Baker.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Hamilton Construction Co. | 6. CONTRACT AMOUNT<br>$ 113,608 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) ____________________

TITLE Construction Engr.

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

COPY SENT
NOV 3 1978
Washington

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width ____ feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| | NA | | X081 | 0.019 |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>David B. Carter, Area Engineer | 11. DATE OF INSPECTION<br>6-16-77 & 10-25-78 |

12. IN COMPANY WITH
10-25-78 R. Hector, Region 5 Constr. Engr. OSHD; 6-16-77 R.A.Nichols, Area Engr. FHWA

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>David B Carter | | 16. SIGNATURE | |
| 14. TITLE<br>Area Engineer | 15. DATE<br>[illegible]<br>10/30/78 | 17. TITLE<br>Field Operations Engineer | 18. DATE<br>[illegible]<br>10/31/78 |

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

September 3, 1986

AGR

Board of County Commissioners
Washington County
150 North First
Hillsboro, OR 97124

Attention: Mary Naylor
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached for your records is a fully executed copy of an agreement for road improvements on Shute Road (Sunset Highway-Evergreen Road Section).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

**George Bell**
**Assistant Director**

fkn
Attachment

bc Gary Potter (agree. att.)

March 9, 1977

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Gentlemen:

On March 7, 1977, we wrote to you concerning release of final payment on Contract No. 8400 awarded to Hamilton Construction Company for the Powder River (Phillips) Bridge on FAS 01-109 in Baker County.

Final payment on this contract is $984.00 and the total contract amount is $113,469.20. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM 81 734 3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powder River (Phillips) Bridge

WEEK ENDING: January 15, 1977

SECTION PREFIX: 501-1087

HIGHWAY: FAS 01-109

COUNTY: Baker

NAME OF JOB: Powder River(Phillips) Bridge

KIND OF WORK: Structure

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 8400

FEDERAL AID PROJECT NUMBER: RS 01-109

DATE OF CONTRACT: August 31, 1976

DATE WORK STARTED: September 30, 1976

ESTIMATED COMPLETION DATE: November 5, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120

WORK DAYS USED

CALENDAR DAYS USED 67

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 56

PROJECT AUTHORIZATION: $ 129,626.08

EXCLUSIVE OF ENGINEERING: $ 119,347.39

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 119,347.39

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

ENGINEERING AUTHORIZATION $ 10,278.72

This week 85.00

ENGINEERING COST TO DATE $ 6,598.00

PERCENT OF AUTHORIZATION 64

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: November 5, 1976

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16290 | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Fair | 0 | | |
| MONDAY | Fair | 0 | | |
| TUESDAY | Pt. Cloudy | 0 | | |
| WEDNESDAY | Pt. Cloudy | 0 | | |
| THURSDAY | Pt. Cloudy | 0 | | |
| FRIDAY | Pt. Cloudy | 0 | | |
| SATURDAY | Pt. Cloudy | 0 | | |

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JAN 17 1977
CONSTRUCTION
SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final data submitted to Region office Thursday this week.

FINAL REPORT THIS PROJECT

SIGNED P. F. Burnett, Res. Engr. LOCATION Baker, OR

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

4

ROBERT W. STRAUB
GOVERNOR

PRO 6-2

*Department of Transportation*

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

| U of O No. | Project No. | Requested Authorization Date | Project Est. Cost | Federal Funds |
|---|---|---|---|---|
| 001 | JOP-95(3) | Jan. 17, 1976 | $ 495.50 | $ 425.00 |
| 002 | RF-UP-29(26) | Jan. 19, 1976 | 4,009.00 | 3,439.00 |
| 003 | RF-187(17) | Mar. 1, 1976 | 16,000.00 | 13,728.00 |
| 004 | RS-15-107(2) | Mar. 3, 1976 | 658.00 | 564.00 |
| 005 | ROS-000S(3) | Mar. 4, 1976 | 526.00 | 451.00 |
| 006 | I-205-7(2)303 | Mar. 3, 1976 | 1,235.00 | 1,059.00 |
| 007 | RS-01-109(1) | June 20, 1976 | 461.30 | 395.00 |
| 008 | RS-23-122(1) | June 20, 1976 | 468.50 | 401.00 |
| 009 | US-TQS-265(4) | June 24, 1976 | 16,540.00 | 14,191.00 |
| 010 | RF-29(24) | Mar. 12, 1976 | 460.00 | 394.00 |
| 011 | RS-599(1) | Aug. 30, 1976 | 370.66 | 318.00 |
| 012 | RF-115(24) | Aug. 30, 1976 | 370.68 | 318.00 |
| 017 | RS-30-110(1) | Sept. 7, 1976 | 370.00 | 317.00 |
| 018 | RS-117(2) | Sept. 7, 1976 | 345.00 | 296.00 |

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
✓D. E. Swan

1. Elk River - [illegible] - Curry [illegible]

2. Slater Creek - Mystic Creek [illegible] 8310

3. Eckman - [illegible] Reservoir Harney [illegible]

4. Head Road - Airport Road (Jackson [illegible] 31-8 Jackson

5 Statewide [illegible] Obstacle Projects [illegible]

6 Columbia River - Lake Road Multnomah - Clackamas [illegible]

7 Powder River (Phillips) Bridge Baker [illegible] 1011) 8400

8 Malheur River (Russell) Bridge Malheur [illegible] 8349

9 Airport Rd. - Lancaster Dr. Marion

10. [illegible] Section Coos County [illegible] 31-4 [illegible]

11 Skipanon River (Warrenton) Br. Clatsop [illegible] 14-1-1 [illegible]

12 S. Unit [illegible] - Camp Rilea [illegible] - Clatsop

17 N. Fk. Cold Springs Rd. Umatilla [illegible] 8450

18 Fifteenmile Creek Bridge Wasco [illegible] 19-1 [illegible]

Please [illegible]

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>9-6 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Baker |
| MODIFICATION NUMBER | | Project Number<br>RS-01-109(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 1976, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 108,656 | $ 143,626 |
| Federal funds | $ 84,957 | $ 123,144 |
| Other revisions | | |

This modification is made for the following reasons: To reflect bid prices and change the pro rata to 85.74%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting
Assistant State Highway Engineer
(Title)

By ______________________

______________________
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

G - file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 2, 1976

FEDERAL AID PROJECT
No. RS-01-109(1)

Power River (Philips) Bridge Section
FAS-01-109 (Middle Bridge Road)
Baker County

Modified Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | | $ 14,000.00 |
| Type Code X081<br>Structure, Bridge No. 16290 (Sta 103+85 to Sta 104+85) | | | |
| Structure Excavation | 42 cu. yd. | 10.00 | 420.00 |
| Furnish Pile Driving Equipment | All Required | | 19,000.00 |
| Furnish 14-inch Prestressed Concrete Piling | 392 lin. ft. | 15.00 | 5,880.00 |
| Drive Prestressed Concrete Piles | 392 lin. ft. | 1.00 | 392.00 |
| Structural Concrete, Class 3300 (50 cu. yd.) | All Required | | 10,000.00 |
| 100'/105' Prestressed Box Beams | 8 only | 8,300.00 | 66,400.00 |
| Reinforcement (3900 lbs.) | All Required | | 1,500.00 |
| Metal Rail | 188 lin. ft. | 32.00 | 6,016.00 |
| Guardrail in Stockpile | All Required | | 4,000.00 |
| | | | $133,608.00 |
| Anticipated Items | | | |
| Temporary Erosion Control (EW) | All Required | | $ 100.00 |
| Barricades at Bridge Ends (EW) | All Required | | 500.00 |
| | | | $ 600.00 |
| | Subtotal | | $114,208.00 |
| | Engineering | | 15,418.00 |
| | TOTAL | | $129,626.00 |

Length of Structure 0.019 mile

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 14,000 | $ 12,002 | $ 999 | $ 999 |
| Structure | 129,626 | 111,142 | 9,242 | 9,242 |
| TOTAL | $143,626 | $123,144 | $10,241 | $10,241 |

Group 1 100%
Contract No. 8400
Prefix No. 501-1087
Prefix No. 501-1942 P.E.

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-158 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6 30 76 | State<br>Oregon<br>County<br>Baker<br>Project No.<br>RS-01-109(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.5 mi. N. of Jct. SR 86

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 5-12-76 | 0.019 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-12-76 | 0.019 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 78.19%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 108,656 | $ 84,957 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Assistant State Highway Engineer
*(Title)*

By ______________________
*(Title)*

By ______________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 6/30/76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 21, 1976

Federal-Aid Project
No. RS-01-109(1)

Powder River (Philips) Bridge Section
FAS 01-109 (Middle Bridge Road)
Baker County

Project Agreement Estimate.

| | | | |
|---|---|---|---|
| Type Code P.E. | | | |
| Preliminary Engineering | All Required | | $ 14,000.00 |
| Type Code X081 | | | |
| Structure, Bridge #16290 (Sta. 103+85 to Sta. 104+85) | | | |
| Structure Excavation | 42 cu.yds. | 10.00 | 420.00 |
| Furnish Pile Driving Equipment | All Required | | 5,000.00 |
| Furnish 14-inch Prestressed Concrete Piling | 392 lin.ft. | 9.00 | 3,528.00 |
| Drive Prestressed Concrete Piles | 392 lin.ft. | 3.00 | 1,176.00 |
| Structural Concrete, Class 3300 (50 cu.yds.) | All Required | | 11,000.00 |
| 100'/105' Prestressed Box Beams | 8 only | 6,500.00 | 52,000.00 |
| Reinforcement (3900 lbs.) | All Required | | 1,365.00 |
| Metal Rail | 188 lin.ft. | 35.00 | 6,580.00 |
| Guard Rail in Stockpile | All Required | | 1,000.00 |
| | | | $ 82,069.00 |
| Anticipated Items | | | |
| Temporary Erosion Control (E.W.) | All Required | | $ 100.00 |
| Barricades at Bridge Ends (E.W.) | All Required | | 500.00 |
| | | | $ 600.00 |
| | Subtotal | | $ 82,669.00 |
| | Engineering | | 11,987.00 |
| | Total | | $ 94,656.00 |

Length of Structure . . . . . . . . 0.019 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 14,000.00 | $10,946.00 | $ 1,527.00 | $ 1,527.00 |
| Structure | 94,656.00 | 74,011.00 | 10,322.00 | 10,323.00 |
| Total | $108,656.00 | $84,957.00 | $11,849.00 | $11,850.00 |

Group 1 100%
Contract No.
Prefix No. 501-1942

8400

# CULTURAL RESOURCE INVESTIGATIONS OF THE PHILLIPS BRIDGE PROJECT BAKER CO., OREGON

OREGON DEPARTMENT OF
TRANSPORTATION LIBRARY

by

**David L. Cole**
**Museum of Natural History**
**Eugene, Oregon**

**September 10, 1976**

# CULTURAL RESOURCE INVESTIGATIONS OF THE PHILLIPS BRIDGE PROJECT BAKER CO., OREGON

OREGON DEPARTMENT OF
TRANSPORTATION LIBRARY

contract between

Highway Division
Oregon State Department of Transportation

and

University of Oregon
Museum of Natural History

by

**David L. Cole**

**Museum of Natural History**
**Eugene, Oregon**

**September 10, 1976**

# CULTURAL RESOURCE INVESTIGATIONS OF THE PHILLIPS BRIDGE PROJECT BAKER CO., OREGON

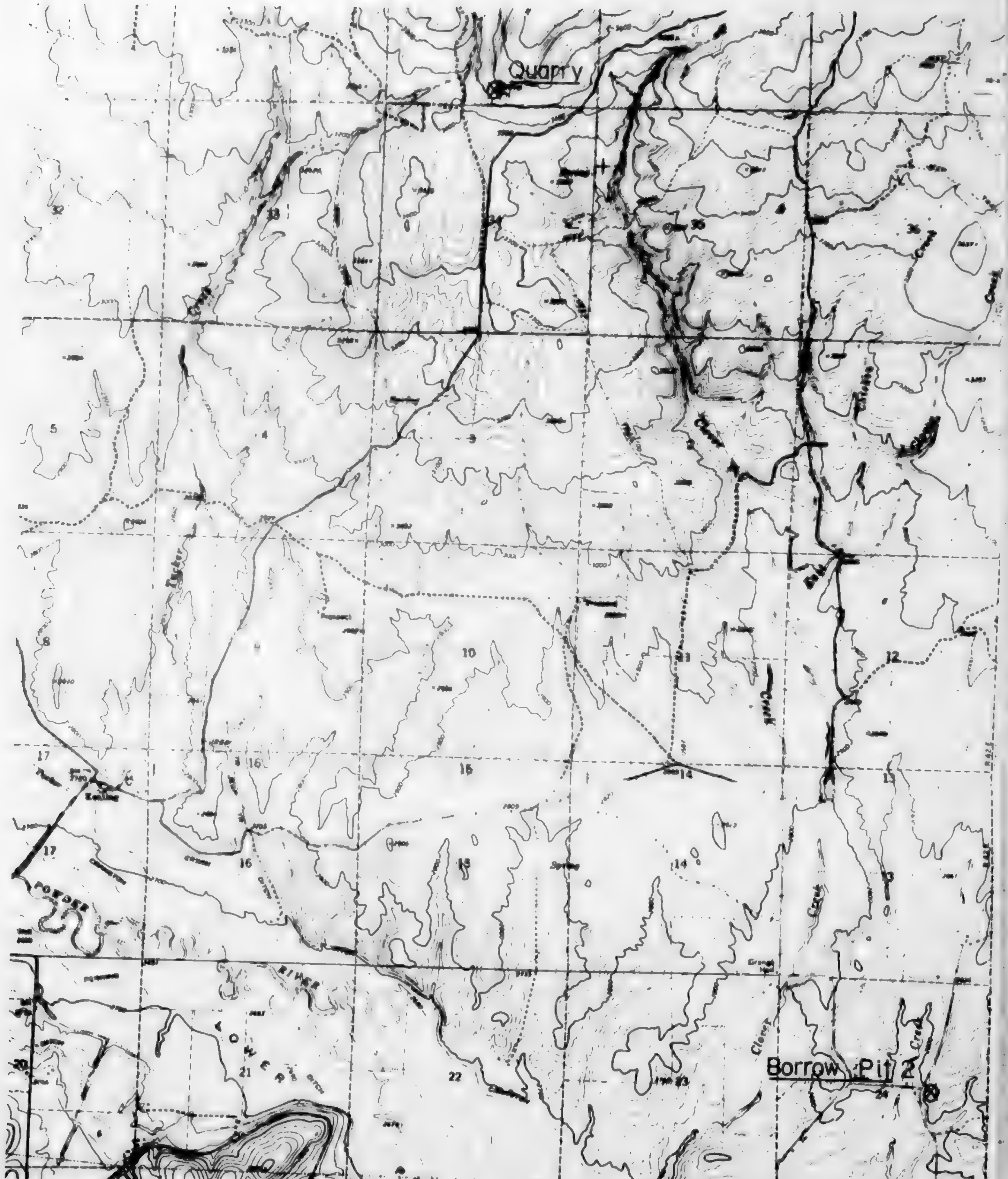
## INTRODUCTION

The University of Oregon Museum of Natural History (MNH), under contract with the Oregon State Department of Transportation conducted a cultural resource survey in those areas of northeastern Baker County, Oregon to be affected by the construction of the proposed Phillips Bridge. On June 23, 1976, D. L. Cole, curator of the Oregon State Museum of Anthropology, MNH examined the site of the proposed bridge construction and three materials source areas. Cole discussed the project with Frank Burnett, Resident Engineer, Highway Department, Baker, Oregon and obtained information about material sources. Gary Bowling, of the Baker County Highway Department, who is in charge of county roads in the construction area, was working near the bridge site at the time of the survey. A long time resident of the area, Mr. Bowling provided much useful information about the area and the project. We appreciate the help of Messrs. Burnett and Bowling.

Dr. L. R. Kittleman, Director of MNH and Curator of the Condon Museum of Geology, identified rock specimens collected during the field investigation.

## THE PROJECT

The proposed project is to replace the existing Phillips Bridge that spans the Powder River as part of county road No. (823) 851, located approximately sixteen miles east of Baker, Oregon and north of State Highway 86, in the SE-1/4 of sec. 26, T. 8 S., R. 42 E., Will. Mer. (cf. Map 1). The bridge is adjacent to the Phillips Ranch. The new bridge is to be located about 100 ft. to the northwest of, or upstream from, the old bridge. According to Mr. Bowling this location was selected because it would have the least impact upon adjacent farm lands. The new bridge and approach roads will affect an area approximately 900 ft. long and 150 ft. wide. About 200 feet of the new right-of-way on the north side of the river, will be on flood plain deposits, 3-4 feet in elevation above the river at the time of the survey, (there are indications that the river is higher at times). This section appears to have been disturbed only by plowing. The fields south of the river, according to Mr. Bowling, had been a marshland until about five years ago when the area had been filled to create new farm lands. In the examination of the south bank field, indications were seen that the area had indeed been filled, to an elevation about the same as the fields on the north side of the river. The filled area remained a partial wetlands with high grass adjacent to hayfields providing a nesting area for ducks and snipe, suggesting that the swampy condition


Quarry
Borrow Pit 2
Borrow Pit 1
Project Area
Middle Bridge
POWDER RIVER
VALLEY

Map 1.

OREGON DEPARTMENT OF
TRANSPORTATION LIBRARY

remains at least through the nesting season of these birds.

The fill for the approaches to the bridge will be up to four feet in depth of borrow materials from two sources. The first is an existing borrow pit adjacent to and south of county road No. (823) 853 approximately 1500 ft. east of the junction with county road No. (823) 851, in the NE-1/4 SW-1/4 sec. 25, T. 8 S., R. 42 S., Will. Mer. (cf. Map 1). This is a gravel bar about 1/2 mile north of, and an estimated 60 feet in elevation above, the present course of the Powder River. The deposit is at least 10 feet deep and is unsorted gravels that are capped by a thin, weathered, silt-like deposit.

The second borrow pit is about 1 mile NNE of the first, on the east side of county road No. (822) 851 in the NW-1/4 SE-1/4 sec. 24, T. 8 S., R. 42 E., Will. Mer. This is a gravel deposit of varying depths upon a ridge of crumbling, brecciated andesite. This borrow area, which appears to be in current use, is on the south side of, and approximately 80 feet in elevation above, Balm Creek.

A stone quarry that will be the source of riprap and filter blanket, which quarry is called the 'Tucker Creek Pit', is located approximately five miles north of Keating, Oregon in the SW-1/4 NE-1/4 sec. 27, T. 7 S., R. 42 E., Will. Mer. (cf. Map 1). This is a basalt outcropping that is being blasted, crushed and sorted. No machinery was present at the time of the inspection but gravel stockpiles and tire tracks into the area would indicate that this is an active quarry area.

## PREVIOUS ANTHROPOLOGICAL WORK IN BAKER COUNTY

The Oregon Archaeological Survey files and library, MNH, were checked for information about the aboriginal inhabitants of the Powder River Valley and the kinds of archaeological sites that might be expected.

Very little information was found that places the Lower Powder River Valley within the tribal boundary of a specific group. Joel V. Berreman in Tribal Distributions in Oregon (1937) suggests that prior to 1750 A.D. the Sahaptin speaking Cayuse were in the general region, with their main villages on the Grande Ronde River (p. 44). This would be about 40 miles to the north of the project area. Berreman's maps for this period indicate that the project area was in the territory of "Other Sahaptin Tribes" (p. 14), but there is no indication how the boundary was determined or who the tribes were.

Prior to 1840-50, according to Berreman, the Sahaptins moved northward to an area considered to be within the Columbia Plateau, and the Baker County area was then claimed by the Bannock, who moved in from the east (pp. 57-58). The Bannock who spoke a Shoshonean language, also are said to have inhabited parts of Malheur County to the south, which borders on the Northern Great Basin (Berreman p. 57).

Other researchers have collected data concerning the tribal claims to this territory, but, for purposes of this report, Berreman's fairly straightforward presentation will suffice, since later research has not suggested that any groups other than the Cayuse or Bannocks were in the area.

Archaeological work in the Powder River drainage prior to this study has been limited to two studies.

In 1964 University of Oregon surveyed and excavated several archaeological sites adjacent to the Powder River in the area now inundated by the Mason Dam Reservoir in Sumpter Valley, about 25 miles southwest of Phillips Bridge. The sites excavated were hillside sites that were interpreted to have been temporary camps and/or manufacturing areas used by the Great Basin-Snake River Plains [Bannock?] peoples (Cole and Rice 1965: 11-13). No sites were discovered along the banks of the Powder River in Sumpter Valley in settings that would be similar to the Phillips Bridge setting, however, gold dredging activities in Sumpter Valley had destroyed much of the natural riverbank.

In 1973, B. R. Womack and K. M. Canby of Eastern Oregon State College conducted archaeological surveys in areas to be affected by the construction of dams on the North Powder River, on Pilcher Creek and on Wolf Creek (Womack & Canby 1973). These areas are 30 to 40 miles northwest of the Phillips Bridge area. Womack and Canby found one site on Pilcher Creek and two possible basalt quarry areas similar to basalt quarries found further north in Cayuse territory (Bryan and Tuohy 1960; Cole 1973). Womack and Canby also surveyed a dam site on Pine Creek north of Halfway, Oregon, but found no archaeological sites (1973:2,3).

These limited archaeological studies tend to support Berreman's ethnological evidence, hence if archaeological sites are to be found in the Phillips Bridge area they might be expected to have characteristics of sites once occupied either by Sahaptin speakers, Shoshonean speakers, or both--but at different times.

The Sahaptins characteristically established seasonal village adjacent to streams that supported fish, runs. Archaeological sites in areas occupied by Sahaptin speakers often reflect an intensive occupation over a long period of time. The Shoshonean speaking peoples, on the other hand, were nomadic peoples who hunted game, both large and small. Their sites often suggest temporary specialized uses such as hunting camps, tool manufacturing sites, obsidian quarries, etc.

Archaeological evidence from the Grande Ronde Valley to the north indicates that the aboriginal peoples of that area used quarried basalt and cryptocrystalline rock to make their tools and weapons (Cole, Chance and Fagan, 1967). The peoples of southeastern Oregon, in most cases, selected obsidian as a tool making material (MNH collections, many references).

## THE SURVEY

In the bridge/road construction area approximately 200 feet on both sides of the center line of the road was examined in those areas where examination was possible, or deemed necessary. Hay fields had been mowed recently, so the ground was somewhat visible there, but primary attention was given to eroded areas, stream banks, ditches or other places where soil structure could be examined.

In the borrow pits and stone quarry the undisturbed areas surrounding the excavations were examined. There was little difficulty seeing the deposits in these places.

## RESULTS OF SURVEY AND RECOMMENDATIONS

There were no indications of archaeological sites discovered in the examination in the areas to be affected by the Phillips Bridge project. Since the approaches to the bridge will be fill upon low lands that either have been filled, subject to flooding, or altered by previous construction, it is considered to be highly unlikely that there will be archaeological sites discovered during construction. No suggestions of archaeological sites were seen in the borrow pit areas or in the rock quarry.

The Powder River area is so poorly known archaeologically that there is little basis for predicting where sites might be found or what they will look like. Therefore, if aboriginal artifacts are found during construction they should be reported, along with information about the deposits in which they were found.

No evidences of paleontological sites were noted in any of the areas examined, however, the nature of the gravel deposits in both of the borrow pits, and particularly the second pit, on Balm Creek, was such that fossils might occur in the finer gravels. If fossils are found they should be sent to the Museum of Natural History, along with collection data (where found) for examination. If concentrations of bone (e.g. 10 pieces/ cubic ft.) should be encountered, it is recommended that the deposit be left undisturbed until a paleontologist can examine the area.

The only object of historic interest noted within the project area is the present Phillips Bridge. It is a steel truss span with wooden joists and decking. Mr. Bowling suggested that the bridge was built during the first decade of this century, and that the deck, 3 x 6 dimension timbers, on edge, was replaced last in 1962. Since this bridge appears similar to other bridges used throughout the state, and since it apparently need not be removed to construct the new bridge, we recommend that the value of the structure as a historic relic be discussed with the State Historic Preservation Officer. The bridge also functions as a nesting area for a colony of approximately 40 barn swallows, whose diet is the flying insects abundant in the area.

## BIBLIOGRAPHY

Berreman, Joel V. 1937. Tribal Distributions in Oregon. Memoirs of the American Anthropological Association, No. 47, 1937. Menasha, Wis.

Bryan, Alan L. and Donald R. Tuohy 1960. A Basalt Quarry in Northeastern Oregon. Proceedings of the American Philosophical Society, Vol. 104, No. 5, pp. 485-510. Philadelphia.

Cole, David L., 1973. Survey of the Proposed Catherine Creek Dam Reservoir and Lower Grande Ronde Reservoir in Union County, Oregon. Report to the National Park Service by the Museum of Natural History, University of Oregon, Eugene.

Cole, David L., David H. Chance, and John Fagan 1967. Archaeological Survey of the Grande Ronde Project. Report of the Museum of Natural History, University of Oregon, to the National Park Service and to the U. S. Bureau of Reclamation. Eugene. MNH (Oregon Archaeological Survey File)

Cole, David L. and Harvey S. Rice, 1965. Archaeological Research in Mason Dam Reservoir, Sumpter Valley, Oregon. Report of the Museum of Natural History, University of Oregon, to the National Park Service. Eugene.

Womack, Bruce R. and Karen M. Canby 1973. Archaeological Survey of the Pine Valley, North Powder, and Wolf Creek Dam Sites and Reservoirs. Report to the National Park Service by Eastern Oregon College, La Grande, Ore.

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-65)
SP*F294

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to:
Baker County
Board of Commissioners
Courthouse

Baker, OR 97814

Attention of
Mr. Gary Bowling
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1605

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction — Advance Deposit $14,300.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the Powder River (Phillips) Bridge Section, FAS 01-109 | | $11,300.00 |
| | | Covered by agreement dated 3/30/76 | | |
| | | To be retained | | $ 3,000.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 14,300.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
501-1087-297

Submitted by:
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins — Department Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

FAS 01-109
Baker Co

August 2, 1976

Baker County Court
Courthouse
Baker, OR 97814

Attn: Mr. Gary Bowling
Roadmaster

Gentlemen:

On July 29, 1976, the lowest of the 6 bidders on the Powder River (Phillips) Bridge Section, FAS 01-109 was Hamilton Construction Company, P.O. Box 658, Springfield 97477, whose bid was approximately 38% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required from the County prior to awarding the contract:

| | |
|---|---|
| Bid Items | $113,608.00 |
| Erosion Control | 100.00 |
| Barricades at Bridge Ends | 500.00 |
| 4½% Contingencies | 5,139.36 |
| 10% Engineering | 10,278.72 |
| Estimated Total Cost | $129,626.08 |

County's Advance Deposit:

11% of $129,626.08 = $14,258.86 or say $14,300.00

Please make your check in the amount of $14,300.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang Region 5 Federal Aid Engineer, P.O. Box 850, LaGrande 97850.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

bc w/att: Roger Lang-Upon receipt of county's check notify Virgil Boyd at 378-6563, attach copy of notification of advance deposit No. AD 224 and submit to Finance Branch.

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

## NOTIFICATION OF ADVANCE DEPOSIT

AD 224

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.

Depositor Baker County

Amount $14,300.00

Section Responsible for Monitoring Project Region 5

Estimated Completion Date 4/1/77

---

Purpose Advance deposit for the Powder River (Phillips) Bridge Section, FAS 1-109

Other Information (File #, FA Project, etc.) RS-01-109(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
*(1)* ☐ Monthly *(2)* ☐ Upon Completion *(3)* ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 501-1087 PE Prefix

*(4)* ☐ SCA
*(5)* ☐ Urban
*(6)* ☒ FAS-C
*(7)* ☐ Off System
*(8)* ☐ Title II, Normal
*(9)* ☐ Title II, Grade Crossing

Remarks 78% FHWA, 11% State and 11% County , any overrun on construction engineering is to be shared equally 50-50 with State

Prepared by Robert H. Prange Date 8/2/76

---

## NOTICE OF ADVANCE DEPOSIT RECEIVED

AD 224

To:

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.
Deposit Amt.

Depositor Baker County

Remarks $14,300.00 is advance deposit for the construction of the Powder River (Phillips) Bridge Section, FAS 01-109, Prefix 501-1087
RS-01-109

Received by

Form 81-734-1382

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

13 July 1976

NPW NO: 071-OYC-4-000312-76-21

Oregon State Highway Division
Highway Building
Salem, OR 97310

Gentlemen:

The inclosed permit signed by Mr. E. S. Hunter on 9 July 1976 authorizes you to construct a bridge approach fill in the Powder River 100 feet upstream of the existing bridge at approximate River Mile 37.6.

You are requested to familiarize yourselves with all conditions of the permit. Should it become necessary to deviate from the approved drawings, revised drawings showing the proposed changes must be submitted to us for approval before any work is started.

This office should be notified when the work authorized by the inclosed permit is started and immediately after its completion.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

C J Allaire

C. J. ALLAIRE
Colonel, CE
District Engineer

2 Incls
1. Permit
2. Notice of Authorization

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7/15/76

*Orig. ltr & permit, cy of sticker -- General Files*

*cy ltr, permit, sticker -- Keasey, Hart, Versteeg, Terpin, Rulien, Schwartz*

*Orig. of sticker & cy permit -- Cecil Head: Please care for mailing of sticker to Resident Engineer with signed cy of contract when let.*

ESH:*ja*

**DEPARTMENT OF THE ARMY**
**CORPS OF ENGINEERS**

## NOTICE OF AUTHORIZATION

13 July 1976

**A PERMIT TO** Construct a Bridge Approach Fill

**AT** Powder River Mile 37.6, 100 feet upstream of the existing bridge

**HAS BEEN ISSUED TO** Oregon State Highway Division **ON** 13 July 1976

**ADDRESS OF PERMITTEE** Highway Building
Salem, OR

**PERMIT NUMBER** 071-OYC-4-000312-76-21

C. J. ALLAIRE
Colonel, CE
District Engineer

ENG Form 4336
Jul 70

**THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.**

*GPO: 1971 O—415-598

Application No. 071-OYC-4-000312-76-21

Name of Applicant Oregon State Highway Division

Effective Date 13 July 1976

Expiration Date (If applicable) ____________________

## DEPARTMENT OF THE ARMY
## PERMIT

Referring to written request dated 30 April 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
Highway Building
Salem, OR 97310

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to construct a bridge approach fill across the Powder R., 100 ft. upstream of the existing bridge. Approx. 38 cy of material will be excavated in preparation of footings. Approx. 4,000 cy of pit run gravel will be placed below and 3,000 cy above ordinary high waterline (el. 2659.6 AMSL). Approx. 10 cy of riprap will be placed below line of ordinary high water. Work will be done in periods of low water with no work to be done in the flowing stream.

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in the Powder River

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at River Mile 37.6, Sec. 26, T. 8 S., 42 E., Long 117° 31' 48", Lat 44° 54' 45".

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

Powder River (Phillips) Bridge
071-OYC-4-000312

subject to the following conditions:

**I. General Conditions:**

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

before 15th day of July, 19 77, (one

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 15th day of July, 19 77, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 15th day of July, 19 79, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~**STRUCTURES FOR SMALL BOATS:** That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~**DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS:** That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

**ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS:** That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING: (1)~~ That when the ~~work authorized herein includes periodic maintenance dredging, it may be performed~~ under this permit for ______ years from the ~~date of issuance of this permit (ten years~~ unless otherwise indicated); and (2) That the ~~permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

cc. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

dd. Slope of the riprap, bank, or excavation, etc., will be no steeper than 2 ft horizontal to 1 ft. vertical.

ee. Only clean, durable riprap will be used.

ff. All areas along the bank disturbed or newly created by the construction activity will be seeded, riprapped, or given some other equivalent type of protection against subsequent erosion.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

ES Hunter — 7-9-76

PERMITTEE — DATE

E. S. Hunter, Deputy State Highway Engineer

BY AUTHORITY OF THE SECRETARY OF THE ARMY.

13 JUL 1976

DATE

DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE — DATE

FAS 01-109

ALL CLEAR 6/30/76

Donald

## ENVIRONMENTAL REVIEW

Section POWDER RIVER (PHILLIPS) BRIDGE
Highway FAS 01-109
County Baker Region 5
Type of Work Structure
Funds FAS-C

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ No anticipated problems

DIVISION OF STATE LANDS: No - only 42 cu yds exc

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: Yes 4-23-76 letter w/prel plans to F&W. No direct reply. Reply was made to DSL when Corps permit was reviewed for input.

CORPS OF ENGINEERS: Yes - Corps has cleared all hurdles - can issue permit in approximately two weeks.

DEPT. OF ENVIRONMENTAL QUALITY: Noise - All Clear

OTHER: ARCHAEOLOGICAL STUDY: Survey made, nothing found - all clear

Fa. 01-109
Baker Co

**OREGON STATE
HIGHWAY DIVISION**

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 11, 1976

RECEIVED
COUNTY & CITY SECTION
JUN 14 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Gary Bowling
Baker County Roadmaster
County Courthouse
Baker, Oregon 97814

Dear Gary:

Pursuant to our conversation on June 2, 1976, I am forwarding an application for removal or fill concerning the approaches for the proposed Powder River (Phillips) Bridge, FAS 01-109.

You will note the application states "the purpose is to construct the bridge approach fills and roadway after the new bridge has been constructed by the State." This was done so that we could eliminate the possibility of further delay to the project.

When the application is approved by the Division of State Lands, a permit will be issued allowing you to construct the approach fills after construction of the bridge.

We anticipate clearing the Corps of Engineers requirements and if we can contract the project early in August the structure should be completed around the first of the year. Please examine item 11, page 2, showing the dates you would be working. If the application is acceptable please return one signed copy with a check for $100, payable to the Division of State Lands, to me. I will forward the check to Salem for further processing.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment
cc: R. H. Prange

Form 81-734-3123

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-01-109(1)

STATE PROJECT NO.
Powder River (Phillips) Br

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-106

COUNTY NAME
Baker

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe,
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 17 '76
REFER TO
FOR

DATE PS&E APPROVED
5-12-76

DATE AUTHORIZATION EFFECTIVE
5/12/76

FEDERAL ROUTE NUMBER
Secondary Route 01-109

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

County Road 0.5 miles north of Junction Oregon 86, 15.1 miles east of Baker

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $14,000, Federal funds $10,900.
☒ OTHER (Specify)
Program Approval

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 4/23/76 letter I approve the subject project for inclusion in the Federal-aid program and you are authorized to proceed with the work shown above.

As further requested in Mr. Rulien's 4/23/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $170,000, Federal funds $132,900 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE
5/12/76

SIGNATURE OF APPROVING OFFICIAL
E J Valach

TITLE
for Division Administrator

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. April 23, 1976

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>Co Rd, 0.5 mi N. of Jct SR 86 | ADT | PRESENT<br>80<br>DHV 15 | FUTURE 150 / YEAR 96 | REGION 10 / STATE NAME Oregon |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P. E. & One Bridge | NATL. FOREST | FH ROUTE NO. | SUPV AGCY / DA CLASSIF. / DA AREA | EMERG. YR. / PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) RS- / NUMBER 01-109 |
| | | | | | COUNTY NAME | Baker |
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | | | | ROUTE NO. S | FEDERAL-AID 01-109 / STATE Co. Rd. / U.S. -- |
| | NAME OF URBAN AREA<br>-- | | | | | |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | Co Rd, 0.5 mi. N. of Jct. Ore. 86 15.1 mi. E. of Baker | 0.019 | 14,000 | 10,900 | 3,100 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) X081 | | "Powder River (Phillips) Bridge Section" | 0.019 | 170,000 | 132,900 | 18,550 | 18,550 (C |
| CARD 1 | CODE 1 | PREPARED BY JLG | | | | | PROJECT TOTALS | 0.019 | 184,000 | 143,800 | 21,650 | 18,550 (C |

REMARKS

| CARD | CODE | |
|---|---|---|
| 1 | 14 | PROGRAM APPROVAL DATES MAY 12 1976 |

[illegible]

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

April 23, 1976

| (…45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| …. of Jct SR 86 | | 80<br>DHV 15 | 150 | 96 | 10 | Oregon | 41 | 075 | 106 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | RS- | 01-109 | (1) | | |

…ural Secondary

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Baker | 001 | ☐ 1 OR ☒ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 01-109 | Co. Rd. | -- |

| TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| Co Rd, 0.5 mi. N. of Jct. Ore. 86 15.1 mi. E. of Baker | 0.019 | 14,000 | 10,900 | 3,100 | | |
| "Powder River (Phillips) Bridge Section" | 0.019 | 170,000 | 132,900 | 18,550 | 18,550 (Co.) | ROW - 60' min.; Access Control-none; Parking restrictions-none. |
| JLG — PROJECT TOTALS | 0.019 | 184,000 | 143,800 | 21,650 | 18,550 (Co.) | |

REMARKS

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MAY 12 1976
FHWA OREGON DIVISION

-OVER-

## POWDER RIVER (PHILLIPS) BRIDGE SECTION

## PROJECT NO. RS-01-109(1)

Existing Facility:

Roadway - 24-foot gravel surface.
Structure - Thru steel truss; length 122-feet, horizontal clearance 15.5 feet, posted 10 ton load limit.

Adjacent Sections: 24-foot gravel surface

Project Data: The work consists of the following:

(1) All phases of preliminary engineering.

(2) Construct, on improved alignment, one prestressed concrete box beam bridge (Br. No. 16290) 100 feet long with 31.5-foot nominal horizontal clearance. Furnish and stockpile at the site necessary guardrail for approach roadways.

Note: County to construct approach roadway (32-foot graveled surface) to each end of structure, install guardrail, furnish and place necessary riprap, remove existing bridge, provide and maintain detour.

Exceptions to Minimum Standards: None

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 13 Clearinghouse A-95 review approval letters dated April 6, 1976 and March 19, 1976, respectively.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on March 30, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Approval will be granted under the provisions of the Secondary Road Plan.

Route Data: This is a farm-to-market road route and a mail route.

Control of Utilities: The State does not legal authority to control the use of util of this project. A State-County agreement comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional D

Data for PR-37:

Preliminary Engineering Field
P. S. & E. Preparat
Subto

Bridge (Type Code X081)

To

(PHILLIPS) BRIDGE SECTION

T NO. RS-01-109(1)

el surface.
l truss; length 122-feet, horizontal
15.5 feet, posted 10 ton load limit.

ot gravel surface

nsists of the following:

liminary engineering.

proved alignment, one prestressed concrete
(Br. No. 16290) 100 feet long with 31.5-
izontal clearance. Furnish and stockpile
ssary guardrail for approach roadways.

approach roadway (32-foot graveled
tructure, install guardrail, furnish and
emove existing bridge, provide and main-

ndards: None

Water Development, Railroad, Recreation
ne involved.

State Clearinghouse and District 13
approval letters dated April 6, 1976
ctively.

Non-major action project concurred in
.

- None required under Oregon Action Plan (Category 3 Project)
- Approval will be granted under the provisions of the Secondary Road Plan.

Route Data: This is a farm-to-market road, truck route, school bus route and a mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering | Field Work | $ 7,500 |
| | P. S. & E. Preparation | 6,500 |
| | Subtotal | 14,000 |
| Bridge (Type Code X081) | | 170,000 |
| | Total | $184,000 |

8400

73

May 12, 1976

Baker County Court
Courthouse
Baker, OR 97814

Attention: Anita C. Johnson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5643

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Powder River (Phillips) Bridge Section of the Middle Bridge Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

# LOCATION-DESIGN APPROVAL

COUNTY: Baker

SECTION: Powder River (Phillips) Bridge

FAS NO.: 01-109

ROAD NAME: Middle Bridge Road

PROJECT DESCRIPTION:
Construct a reinforced concrete bridge 100 feet long with a 32-foot roadway. County will construct approaches, place riprap and install guardrail.

ESTIMATED COST: $170,000

TRANSPORTATION COMMISSION APPROVAL: 3-30-76

HEARING: Not required (See attached letter from County)

HEARING CERTIFICATION: Not required

A-95 REVIEW: Complete 4-6-76

ENVIRONMENTAL STATEMENT: Assessment only, approved 4-8-76

CLASSIFICATION: Category 3 Non-major

REMARKS:

Approved: ____________________, 19__

____________________
Deputy State Highway Engineer

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. FAS 01-100
Project Name Powder River (Phillips) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 23rd day of April, 1976

County of Baker

Dennis L. Fuller
County Judge/Chairman

F. William Smith
Commissioner

George V. Nicolescu
Commissioner

Instructions: Complete A or B and C.
R/W File No. ______________
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. [illegible] 01-100
Project Name Powder River (Phillips) Brid

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 23rd day of April, 1976

County of Baker

c.c. John Oaks

Dennis L Fuller
County Judge/Chairman

F. William Smith
Commissioner

George V. Nicolesen
Commissioner

Instructions: Complete A or B and C.
R/W File No. ______________
Rev. 1/76

BAKER COUNTY
BAKER OREGON

COURTHOUSE
BAKER, OREGON
97814

April 20, 1976

☐ RDE ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. Roger C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

RE: Proposed Project, Powder River (Phillips) Bridge, FAS 01-109

Dear Roger:

The following has been accomplished by the Baker County Court in regards to the above proposed project:

(1) Environmental assessment has been reviewed by the County.
(2) The County agrees with the Class III, Non-Major classification.
(3) The County Court's study of the environmental assessment reveals that this assessment is adequate as far as the impact on the area is concerned and that there is no further need for a study report.
(4) The County Court and the County Roadmaster have explained the project to the property owners involved and have received no objections to the project or the required right-of-way and no one requested a public hearing.
(5) Baker County Court has considered the social, economic and environmental effects and engineering aspects of the project and after such due consideration requests location and design approval from the State.

Enclosed herewith are three (3) copies of the certificate required by the 1970 Land Acquisition Act. This certificate certifies that there will be no displacement of persons from residence, farms or business.

The only land acquisition necessary in the placement of this project is a small parcel of pasture land for the approaches.

If further information is necessary, please inquire and the answer will be forthcoming.

Sincerely,

Dennis L. Fuller

Dennis L. Fuller
County Judge
Baker, Oregon 97814

DLF:tc
Enc:

RECEIVED
COUNTY & CITY SECTION
APR 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ OE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PRO 6-2

April 23, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 106 | RS-01-109(1) | Powder River (Phillips) Br.<br>#7603-2-550 |

JLG:re

Encl.

cc: G. L. Green, FHWA
D. E. Swan (2)

84                                                                                15

PRO 6-2

April 23, 1976

TO		G. L. Green, Division Administrator
		Federal Highway Administration

		ORIGINAL SIGNED BY
		L. W. RULIEN

FROM		L. W. Rulien
		Project Management Engineer

SUBJECT		Program Data Submission
		Project No. RS-01-109(1)
		Baker County

We are submitting program data for one project, Item No. 106, Project No. RS-01-109(1), "Powder River (Phillips) Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

Copies of the State Clearinghouse and District 13 Clearinghouse A-95 review approval letters were forwarded previously.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $14,000 with obligation of $10,900 in Federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $170,000 with obligation of$132,900 in Federal funds.

JLG:rm
Enclosures

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

April 23, 1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20)<br>1 | PROJECT LOCATION (45 typewriter spaces) 21 68<br>Co Rd, 0.5 mi N. of Jct SR 86 | ADT | PRESENT<br>80<br>DHV 15 | FUTURE (66) (70)<br>150 | YEAR (71) (72)<br>96 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>P. E. & One Bridge | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 23<br>RS- | NUMBER<br>01-109 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Baker | | | | CODE<br>00 |
| | NAME OF URBAN AREA 17-31<br>— | ROUTE NO.<br>S | FEDERAL-AID<br>01-109 (32) | STATE<br>Co. Rd. (36) | U.S. (37)<br>-- | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (70) | | |
| 5 | | | | | **PE** | | Co Rd, 0.5 mi. N. of Jct. Ore. 86 15.1 mi. E. of Baker | 0.019 | 14,000 | 10,900 | 3,100 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) X081 | | "Powder River (Phillips) Bridge Section" | 0.019 | 170,000 | 132,900 | 18,550 | 18,550 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>JLG | PROJECT TOTALS | 0.019 | 184,000 (16) (23) | 143,800 (24) (33) | 21,650 | 18,550 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS | |

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

April 23, 1976

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| (typewriter spaces)<br>of Jct SR 86 (65) | ADT | PRESENT<br>80<br>DHV 15 | FUTURE<br>150 (66) (70) | YEAR<br>96 (71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 (2) (3) | APPN CODE<br>075 (4) (9) | ITEM NO.<br>106 (14) (18) |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (67) | SUPV AGCY (68) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>14 RS- 23 | NUMBER<br>7 01-109 | SEQ. NO.<br>(1) 13 | I. Projects Only<br>POST MI. (24) (26) | DESIG.<br>27 |

| | | | | |
|---|---|---|---|---|
| al Secondary | COUNTY NAME<br>Baker | | CODE<br>001 (14) (16) | PROGRAM STAGE<br>☐ 1 OR ☒ 2 |
| -- | ROUTE NO. S | FEDERAL-AID<br>01-109 (32) | STATE<br>Co. Rd. (36) (37) | U.S.<br>-- (41) |

ESTIMATED PROJECT COST BY PHASES

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| | (54) (58) | (59) (66) | (67) (70) | | | |
| Co Rd, 0.5 mi. N. of Jct. Ore. 86 15.1 mi. E. of Baker | 0.019 | 14,000 | 10,900 | 3,100 | | |
| | | | | | | |
| "Powder River (Phillips) Bridge Section" | 0.019 | 170,000 | 132,900 | 18,550 | 18,550 (Co.) | ROW - 60' min.; Access Control-none; Parking restrictions-none. |
| JLG — PROJECT TOTALS | 0.019 | 184,000 | 143,800 | 21,650 | 18,550 (Co.) | |
| | | (19) (23) | (24) (33) | REMARKS | | |

-OVER-

## POWDER RIVER (PHILLIPS) BRIDGE SECTION

## PROJECT NO. RS-01-109(1)

Existing Facility:

Roadway - 24-foot gravel surface.
Structure - Thru steel truss; length 122-feet, horizontal clearance 15.5 feet, posted 10 ton load limit.

Adjacent Sections: 24-foot gravel surface

Project Data: The work consists of the following:

(1) All phases of preliminary engineering.

(2) Construct, on improved alignment, one prestressed concrete box beam bridge (Br. No. 16290) 100 feet long with 31.5-foot nominal horizontal clearance. Furnish and stockpile at the site necessary guardrail for approach roadways.

Note: County to construct approach roadway (32-foot graveled surface) to each end of structure, install guardrail, furnish and place necessary riprap, remove existing bridge, provide and maintain detour.

Exceptions to Minimum Standards: None

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 13 Clearinghouse A-95 review approval letters dated April 6, 1976 and March 19, 1976, respectively.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on March 30, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Approval will be granted under the provisions of the Secondary Road Plan.

Route Data: This is a farm-to-market road, truck route and a mail route.

Control of Utilities: The State does not have, legal authority to control the use of utilities of this project. A State-County agreement is comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District

Data for PR-37:

Preliminary Engineering Field Work
P. S. & E. Preparation
Subtotal
Bridge (Type Code X081)
Total

IPS) BRIDGE SECTION

S-01-109(1)

face.
length 122-feet, horizontal
eet, posted 10 ton load limit.

el surface

of the following:

y engineering.

alignment, one prestressed concrete
. 16290) 100 feet long with 31.5-
clearance. Furnish and stockpile
uardrail for approach roadways.

ch roadway (32-foot graveled
, install guardrail, furnish and
xisting bridge, provide and main-

None

evelopment, Railroad, Recreation
lved.

Clearinghouse and District 13
al letters dated April 6, 1976
.

jor action project concurred in

e required under Oregon Action
n (Category 3 Project)
roval will be granted under the
isions of the Secondary Road
n.

Route Data: This is a farm-to-market road, truck route, school bus route and a mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Note: This project is in Congressional District No. 2.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering | Field Work | $ 7,500 |
| | P. S. & E. Preparation | 6,500 |
| | Subtotal | 14,000 |
| Bridge (Type Code X081) | | 170,000 |
| | Total | $184,000 |

FAS 01-109
Baker Co

**OREGON STATE**
**HIGHWAY DIVISION**
**Region 5 Office**

W. E. Schwartz
Regional Engineer

P. O. Box 850 .... La Grande, Oregon 97850 .... Phone 963-3177

April 14, 1976

The Honorable Dennis L. Fuller
Baker County Judge
Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: Proposed Project, Powder River (Phillips) Bridge, FAS 01-109

The above project has been classed as a Category 3, Non-Major project and since non-significant amounts of right-of-way are needed, there is no necessity for a public hearing. All that is required to conform with the Action Plan is to document the following items in letter form, stating in effect that:

1. The environmental assessment has been reviewed by the County.
2. The County agrees with the Class III, Non-Major classification.
3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.
4. The County has explained the project to the property owners; no one objected to the project or the required right-of-way; and no one requested a public hearing.
5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

Also, it is necessary to certify that right-of-way has been obtained in conformance with the 1970 Land Acquisition Act. I enclose three

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

copies of forms for this purpose. Please return two signed copies to this office.

Your early attention to these matters will help speed the project towards contract letting.

Do not hesitate to call if you have any question.

Sincerely,

R C Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

Enclosures

cc Robert Prange
P. F. Burnett

8 [illegible]

FAS 01-109

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 13, 1976

FROM: Richard L. Dorn
Senior Designer

SUBJECT: Powder River (Phillips) Br.
MIddle Bridge Road
Baker County

TO: MEMORANDUM TO THE FILES

Upon plotting the "L" line profile from the contour map and plotting the proposed bridge from stations the Bridge Section established, it appeared the structure does not match the channel of Powder River. Also the "L" profile does not match the channel as shown on the plan and profile sent in from the field.

The Resident Engineer, P. F. Burnett, was called in an effort to correctly place the structure at the river channel. He said the field "L" line profile was obtained by projections and not by actually running levels so Mr. Burnett's opinion was that the contour map was correct.

Our design work will therefore be based on the assumption that the contour map is correct.

RLD:jh
cc: Frank E. Terpin
Phil Oakley
P. F. Burnett

NOTED
D. O. Christensen

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 14 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Fas 1-109
Baker Co

Salem, Oregon
April 12, 1976

Robert H. Frange
Rural Engineer

Powder River (Phillips) Bridge
Middle Bridge Rd., FAS 01-109
Baker County

Mr. Roger Lang
Region 5 Federal Aid Engineer
La Grande

Since the subject FAS-C project has been classed as a Category 3, Non-Major project and since nonsignificant amounts of right-of-way are needed, there is no necessity for a public hearing. All that is required now is a letter from the county stating in effect that:

1. The environmental assessment has been reviewed by the county.
2. The county agrees with the Class III, Non-Major classification.
3. Since the environmental assessment adequately describes the project and its impact on the area, there is no need for a study report.
4. The county has explained the project to the property owners, no one objected to the project or the required right-of-way, and no one requested a public hearing.
5. The county has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.

RHP:sch

☐ ENGR. ☐ ASST. ☒ OE ☒ ~~AE~~ ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

fas 01-109
Baker Co

# PERMIT OF ENTRY

FILE NO. : ____________________

NAME: Joseph & Nina Gilbert (% John Brown)

Middle Bridge Section

Middle Bridge Road Highway

Baker County

Baker County Road Department
Baker County Courthouse
Baker, Oregon 97814

Gentlemen:

In order to permit Baker County to proceed with the construction of the Powder River Bridge Section of the Middle Bridge Road, the undersigned does hereby grant the County, its agents, or contractors, the right to enter upon the real property described as follows:

(See Exhibit "A")--Area shaded in red amounting to 0.50 ac.±

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is further understood the undersigned, having been informed that they are entitled to just compensation, will donate to Baker County, a temporary easement over the property described in Exhibit "A". The consideration will be the mutual benefit derived by all parties concerned from the new construction.

It is further understood that Baker County will prepare a formal document of this temporary easement for your signature on or before July 1, 1976.

Dated this 7th day of April, 1976.

Joseph Gilbert
Joseph Gilbert (signature)

Nina Gilbert by Joseph Gilbert-adm.
Nina Gilbert (signature)

John Brown
John Brown (signature)

Brown (signature)

Prange
$

RECEIVED
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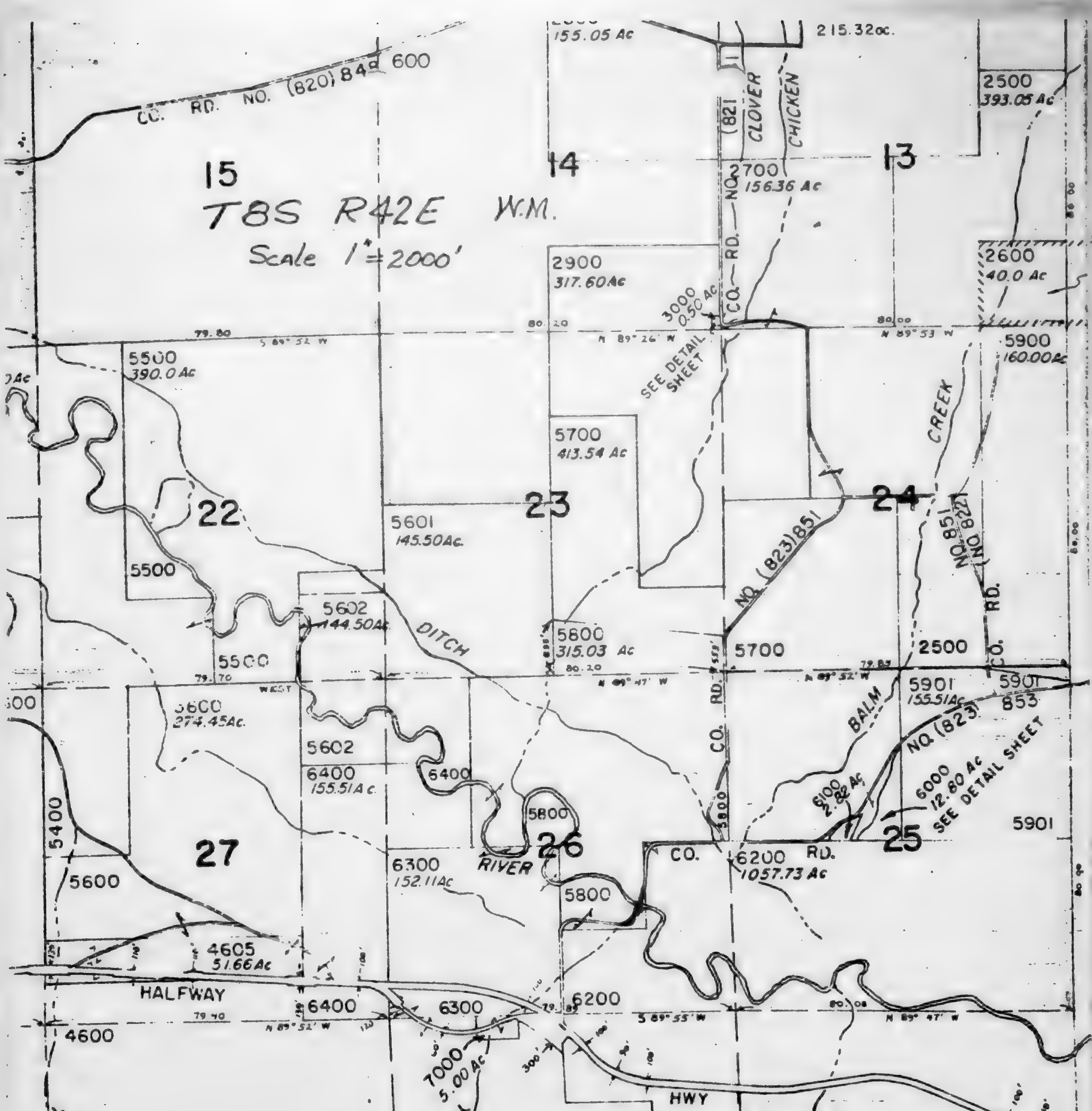
APR 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐


T8S R42E W.M.
Scale 1" = 2000'
15
14
13
155.05 Ac
215.32 ac.
600
CO. RD. NO. (820) 848
(821) NO. CO. RD.
CLOVER
CHICKEN
2500
393.05 Ac
2700
156.36 Ac
2900
317.60 Ac
3000
0.50 Ac
SEE DETAIL SHEET
2600
40.0 Ac
5900
160.00 Ac
79.80
S 89° 52' W
80.20
N 89° 26' W
80.00
N 89° 53' W
5500
390.0 Ac
5700
413.54 Ac
CREEK
22
23
24
5601
145.50 Ac
5500
NO. (823) 851
NO. 851 (NO. 822) RD. CO.
5602
144.50 Ac
DITCH
5800
315.03 Ac
5500
5700
2500
79.70
WEST
80.20
N 89° 47' W
79.85
N 89° 52' W
5600
274.45 Ac.
5901
155.51 Ac
5901
853
NO. (823)
BALM
5602
6400
155.51 Ac.
6400
CO. RD.
6100
2.82 Ac
6000
12.80 Ac
SEE DETAIL SHEET
5400
5800
27
26
25
5901
5600
6300
152.11 Ac
RIVER
CO.
6200
1057.73 Ac
RD.
5800
4605
51.66 Ac
HALFWAY
6400
6300
6200
79.40
N 89° 52' W
S 89° 55' W
80.08
N 89° 47' W
4600
7000
5.00 Ac
HWY
6200
CREEK
CREEK
34
35
36
RITTER CREEK
WATERSPOUT
BULL DOZER
7100
120.0 Ac
80.00
80.00
80.00

MAP 9 42

REVISED 1/21/76

Contract # 8400

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON
April 6, 1976

FROM: L. W. Bulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Powder River (Phillips) Br. Sect.
FAS 01-109
Baker County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
E. S. Hunter
Date 4-8-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 30, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project RS-01-109(-)
Powder River (Phillips) Bridge Section
Baker County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's March 16, 1976 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject fo future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
APR 1 '76
REFER TO
Rulien cy Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

PROJECT MANAGEMENT
APR - 1 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

BEN GIFFORD

Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date March 9, 1976

### A. PROJECT IDENTIFICATION

Name of Project Powder River (Phillips) Bridge Section (Section) RS-01-109 (-)

Location of Project - FAS 01-109 (Highway Name) (Highway No., US - ORE)

(City) Baker (County) 5 (Region)

Program Federal-State Aid (Funding) $170,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose is to replace an old, over-head, steel truss that has a 10-ton load limit and a 15.5 ft. wide roadway with a new structure that meets the State's HS-20 leading and safety standards. It would also improve traffic flow in the area. At present, there is a 9 mile detour for heavy loads. Also reduce maintenance costs.

Origin and History: At present the structure has a very bad alignment problem and all large farm equipment and cattle trucks have to take a 9 mile detour. This project has been assigned No. 1 priority by the Baker County Court.

### C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length approximately 125 feet

Termini The bridge crossing the Powder River located at Mile Post 4.9 miles on FAS Road No. 01-109.

Alignment (new or existing) The slightly new alignment would flatten out the curve on the approaches to meet the minimum county standards.

CATEGORY
3 PROJECT
non-major

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APR 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Form (2)9-74

Description of Project (cont

Right-of-Way (acreage and type of land use) The new alignment is across natural (agricultural) grass pasture land that was donated to the county.

Typical Section The county standard requires a 32 ft road which consists of 24' roadway and 4' shoulders.

Bikeway Will be considered.

Structures

Additional Facilities None

Access Control

Materials The county could furnish riprap, filter blanket from the Tucker Creek Pit. The contractor will furnish others.

Borrow and Waste Disposal Any borrow material could be furnished from the Staggs-Weber Pit.

Special Construction Methods None

Characteristics (ADT) The report 1974 ADT is 80 cars/day at present with a projected 1990 ADT of 150 cars/day which would be approximately 75% trucks.

Other General Information (or Supplemental information to items) The traffic will use the existing structure until the project is finished.

The increase in the ADT would immediately increase due to the 10-ton load limit on the existing bridge, which makes a 9 mile detour for truck traffic.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

(1) Replace the bridge on the existing alignment in which the alignment would not meet present county standards.

(2) Do nothing, which would result in continued deterioration of the structure and eventual closer of the bridge.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☐ Not Required ☒ ~~Required~~ Will be Offered

Type ________ Tentative Date(s) ________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted ________ Date Received ________

Expected Coordination with Local, State and Federal Agencies

Full coordination with Local, State and Federal Agencies.

Expected Coordination with Individuals, Groups, and Organizations During Project Development Full coordination with Individuals, Groups, and Organizations as required.

## F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) ____________

| | |
|---|---|
| Topography | In the area where the bridge will be located the surroundings are relatively flat. |
| Flora | Consists of open fields in an agricultural area with natural grass pasture land. |
| Fauna | The quality of wildlife habitat is very good with fish, ducks and geese. |
| Soils | The soils are mostly dark brown silts like an ML, Unified Soil Classification System, good stability. |
| Water features & drainage | The bridge is to cross Powder River in Keating Valley. The water in the river is primarily composed of return irrigation water and is not of very high quality. Some fish reside in the stream such as channel catfish, bass and trout. Ducks and geese utilize the stream in the fall, however, it is not considered a valuable habitat. |

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land Use - Pasture land for cattle

Noise - Heavy truck traffic on the quiet rural setting is only occassional.

Increased noise during construction would have no lasting effect.

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Approximately 0.5 acres more road right-of-way will be donated to the County.

Consequences:

No significant changes in the tax base are expected.

2. Estimated Changes in Traffic Patterns:

At present the heavy truck traffic have to take a 9 mile detour which would be eliminated with the new bridge. Agricultural equipment in the area would also be able to use the structure.

Consequences:

No adverse effect will be encountered due to the increased traffic.

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No changes in land use expected.

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

Effects on resident fish population are not considered significant. Since the quality of the water is not high and the value of the fisheries resources are low.

Consequences:

Coordination with the State Fish and Wildife Division will keep effects to a minimum.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

N/A

   b. Noise Standards

N/A

   c. Water Quality Standards

N/A

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

## J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

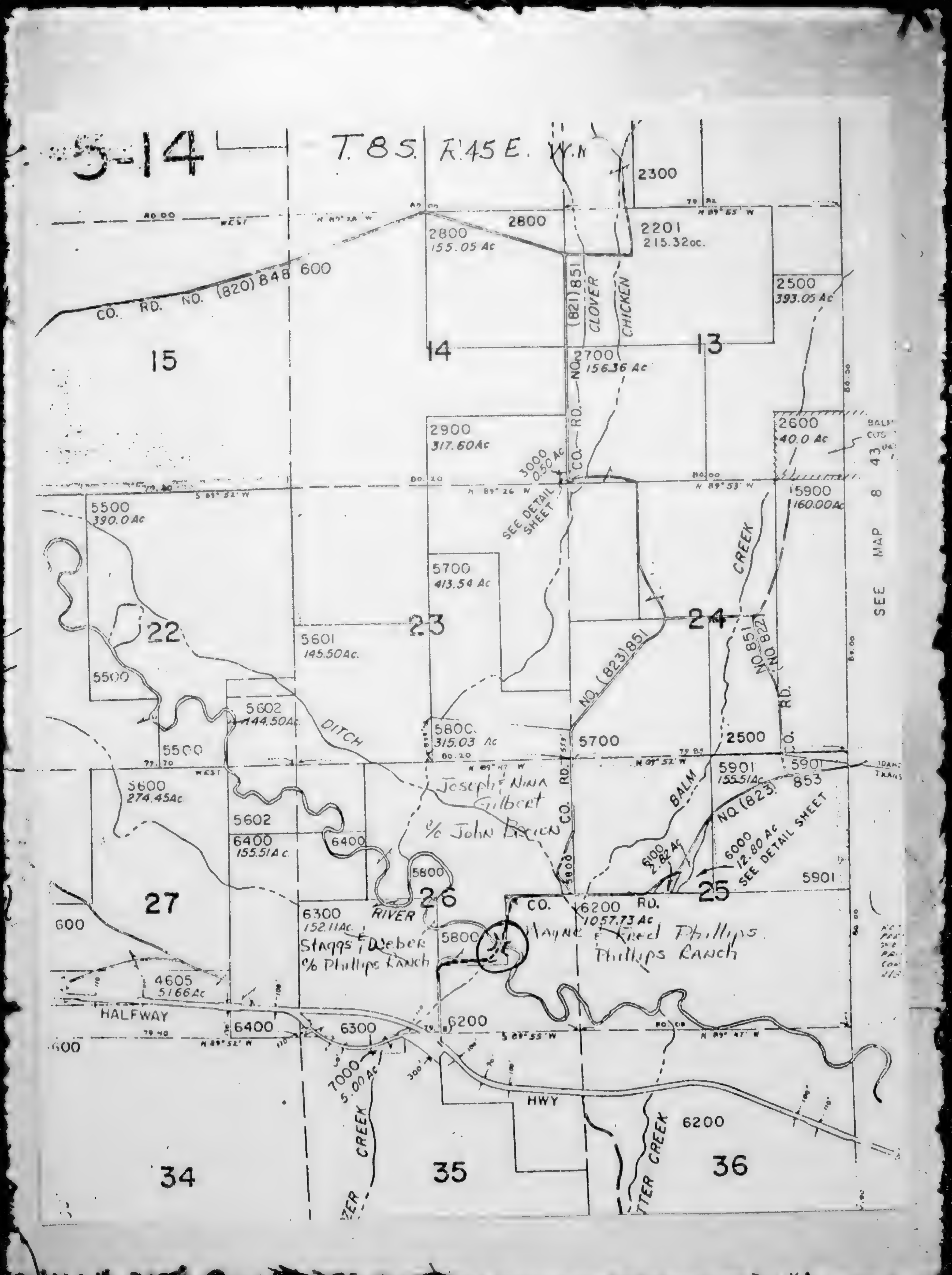
## K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

## L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________


S-14
T.8S. R.45E. W.M.
2300
2800
2800
155.05 Ac
2201
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CO. RD. NO. (820) 848 600
(821) 851
CLOVER
CHICKEN
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2700
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CO. RD. NO.
2900
317.60 Ac
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0.50 Ac
2600
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SEE MAP 8 43
5500
390.0 Ac
SEE DETAIL SHEET
5900
160.00 Ac
CREEK
5700
413.54 Ac
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5601
145.50 Ac.
NO. (823) 851
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RD.
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5500
5602
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DITCH
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315.03 Ac
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2500
WEST
5600
274.45 Ac
Joseph & Nina Gilbert
c/o John Brown
CO. RD.
BALM
5901
155.51 Ac
5901
853
NO. (823)
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6400
155.51 Ac.
6400
5100
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6000
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CO. RD.
6200
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6300
152.11 Ac.
Staggs & Weber
c/o Phillips Ranch
RIVER
5800
Wayne & Fred Phillips
Phillips Ranch
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4605
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HALFWAY
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7000
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HWY
CREEK
6200
TTER CREEK
34
35
36
ZER

STATE OF OREGON 1859

# DEPARTMENT OF ECONOMIC DEVELOPMENT

317 S.W. ALDER STREET • PORTLAND, OREGON • 97204 • Phone (503) 229-5535

ROBERT W. STRAUB
GOVERNOR

RE ☐ RCE RBE RME ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Duplicate

APR 12 1976

March 29, 1976

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

State Hwy Div

Project # Powder River (Phillips) Bridge Due Date: APRIL 29, 1976

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Fed 132,600 St. 18700 Local 18700 Tot 170,000

PROGRAM REVIEW AND COMMENT

To State Department of Economic Development: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE APR 13 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

STATE HWY ENGR
APR 21 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

REMARKS (Please type or print legibly)

Powder River (Phillips) Br.
FAS 01-109 Goose Creek Road
Baker County

4/21/76

cc: G. L. Green ✓
F. B. Klaboe ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
G. A. Starkey, Dist. 13
Aeronautics Div.

BEN GIFFORD
3-8-76

Agency BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

By MAR 19 1976

POWDER RIVER (PHILLIPS) BRIDGE
Middle Br. (Goose Cr.) Road
FAS-C-01-109
Baker County

## NARRATIVE REPORT

The existing steel "Through Truss" structure is located on the Middle Bridge (Goose Creek) Road. The structure spans the Powder River, with a span of 122 feet, with a roadway sidth of 15.5 feet.

The structure belongs to and is maintained by the County of Baker, They have requested, through the Highway Commission, Federal Funds to replace the existing structure.

Mr. Gary Bowling, Baker County Roadmaster, has negotiated with the property owners for property, westerly of the existing structure. The county wishes for the new structure to be on a tangent alignment and they will construct all approaches and revised alignment. Therefore the new structure can be constructed without interference of predominately ranching, cattle and hay hauling vehicles.

Mr. Bowling stated to me that they have 60 feet of right away, 30 feet each side of existing centerline of road. Their negotiations with the property owners are such that they will take any property necessary to realign the road and then they will in turn trade properties taken for existing R/W. However, they would like the new alignment as close to the existing structure as would be feasible.

We have drawn a proposed alignment on the bridge vicinity map. We feel this alignment is acceptable and will decrease the span length of the new structure. Mr. Bowling has also looked at the proposed alignment and is in agreement.

### PROPOSED STRUCTURE:

8 each 4'-0" prestressed box beams 80' - 85' , set on concrete abutments with wing walls. Elevation at bottom of box beams 2,661.00. Based on a contract with a structure of similar design this structure can be constructed within $100,000.00

A clear span may not be warranted, however the river does have ice flow due to the velocity and cold temperatures in this area. There is not any visible signs of large timbers or debris along the shoreline. So the only restriction would be ice.

The clear span simplifies the construction of the structure. Also not having to be in the river keeps the "Game and Fish Commission" happier.

### ALIGNMENT REVISION:

We have included a proposed horizontal revision. The revision minimizes the amount of additional R/W needed and also shortens the span of the river.

Rec'd & Checked
3-26-76 DHP

The county of Baker will construct all revised roadway approaches. Keeping with the same vertical clearance should be adequate as flooding does not pose any threat.

The Powder River is controlled by two reservoirs, Mason Dam and Thief Valley. The "Wolf Creek" reservoir was constructed in 1975. This reservoir also influences the drainage into the Powder River Area. Therfore the Powder River is controlled and if it would flood, the whole valley would be flooded including the road to this structure. Rendering the structure useless.

EROSION:

There is erosion as can be seen in the photographs. However, I believe the erosion is minimal and has taken a period of years to cut it's channel. I would imagine that since construction of the reservoirs this has decreased the erosion. There is not any vegetation upstream for several miles as the land adjoining the river is pasture & meadowland, henceforth the cattle and farming keep the vegetation to almost nil.

The river has a sharp change of directions approximately 130 feet upstream from the proposed structure. The river flows into the South bank at an angle of approximately 75 degrees. This does not appear to create any problem. As can be seen from maps & the enclosed photographs the river changes direction a number of times. In talking to Gary Bowling, County Roadmaster, he inferred that they would probably place Rip Rap along the South bank and upstream from the new structure. This would be helpful, but not necessarily critical.

UTILITIES:

Pacific Northwest Bell Telephone has a buried cable along the existing easterly fence. The cable runs to the river bank and then is carried overhead, attached to poles. Provisions should be accounted for, on the new structure, to carry cable across the river.

IRRIGATION FACILITIES:

Approximately 1500 feet downstream from existing structure is an electrical irrigation pump system. The water is pumped from the Powder River into a main irrigation ditch. The irrigation ditch is South of the Baker - Copperfield Highway #12. I cannot see any interference with this facility during construction. It is the only irrigation facility in the immediate area.

GUARDRAIL:

I would recommend placing 50 lin. ft. of guardrail each side of each approach. This would entail 200 lin. ft. The material could be furnished in stockpile and installed by the county.

3 LINE PROFILE:

The 3 line profile was taken in relation to the proposed alignment.

STRUCTURES:

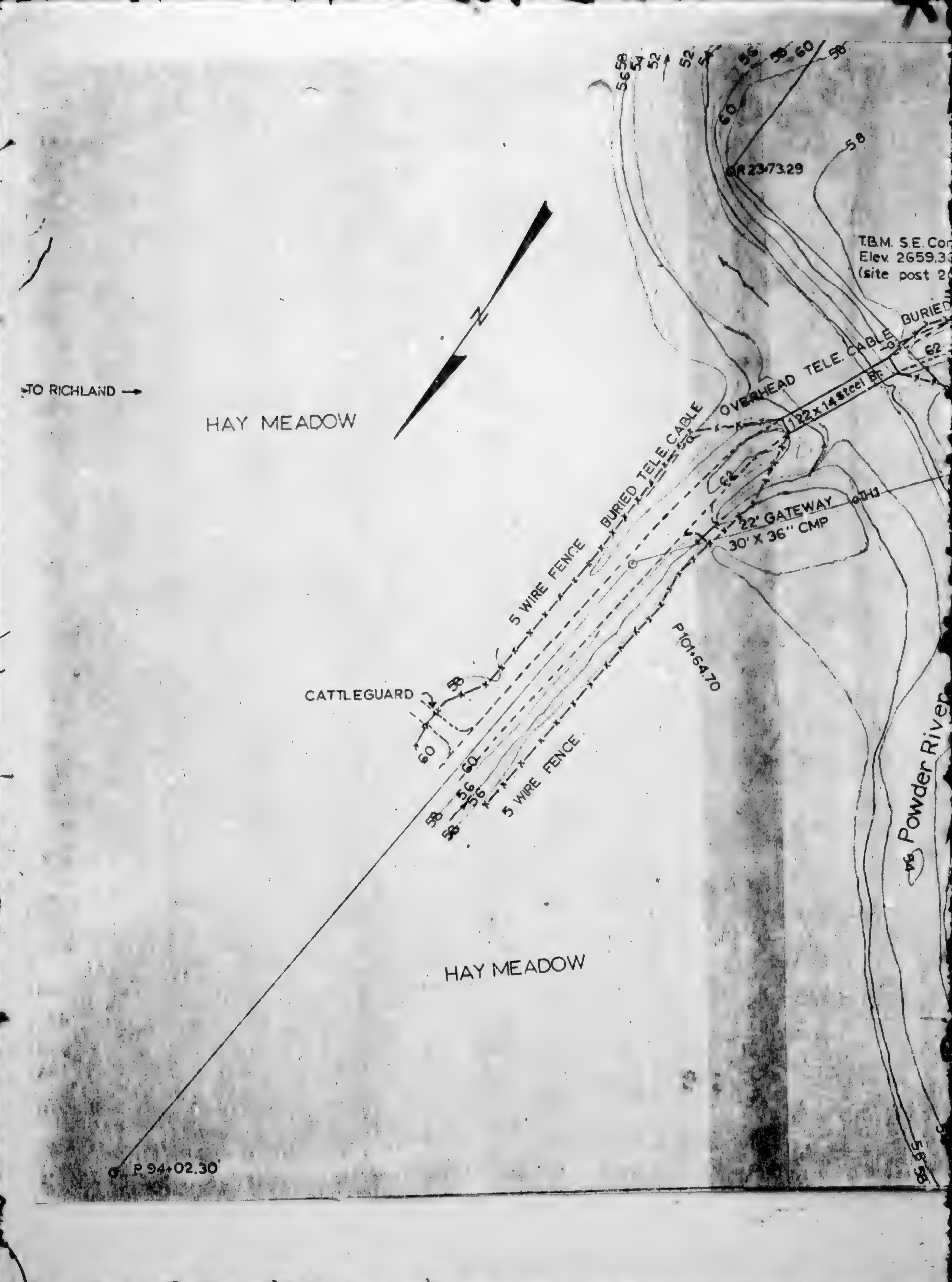
The first structure upstream is on the Keating Road FAS 01-107.

No attempt was made to obtain any data at this structure. This structure is approximately 3 miles upstream.

The first structure downstream is the Love Bridge Crossing at mile point 20.76 on Highway # 12. Again no attempt was made to obtain any data at this structure. This structrue is approximately 4 miles downstream.

A. D. Vohland

A. D. Vohland
Ass't. Res. Engr.

TO RICHLAND
HAY MEADOW
N
OVERHEAD TELE. CABLE
BURIED
122 x 14 Steel Br.
BURIED TELE. CABLE
5 WIRE FENCE
22' GATEWAY
30' X 36" CMP
CATTLEGUARD
P101+64.70
5 WIRE FENCE
R 23+73.29
T.B.M. S.E. Cor
Elev. 2659.33
(site post 2
Powder River
HAY MEADOW
P 94+02.30
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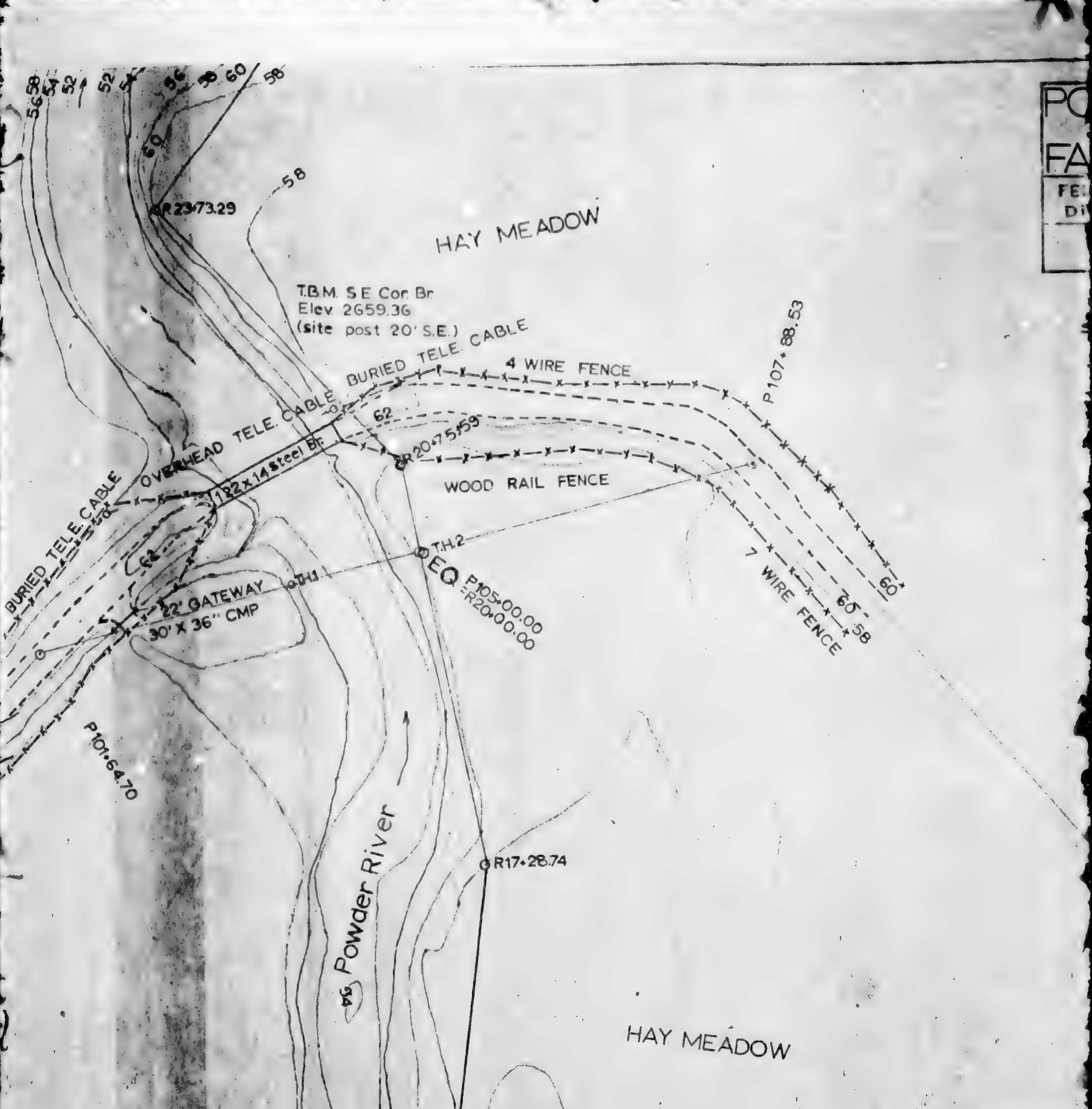
PO
FA
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DI
HAY MEADOW
T.B.M. S.E. Cor. Br
Elev. 2659.36
(site post 20' S.E.)
BURIED TELE. CABLE
4 WIRE FENCE
P107+88.53
OVERHEAD TELE. CABLE
122 x 14 Steel Br.
R20+75.59
WOOD RAIL FENCE
R23+73.29
BURIED TELE. CABLE
22' GATEWAY
30' X 36" CMP
T.H.1
T.H.2
EQ
P105+00.00
=R20+00.00
7 WIRE FENCE
P101+64.70
Powder River
R17+28.74
HAY MEADOW
R14+07.43
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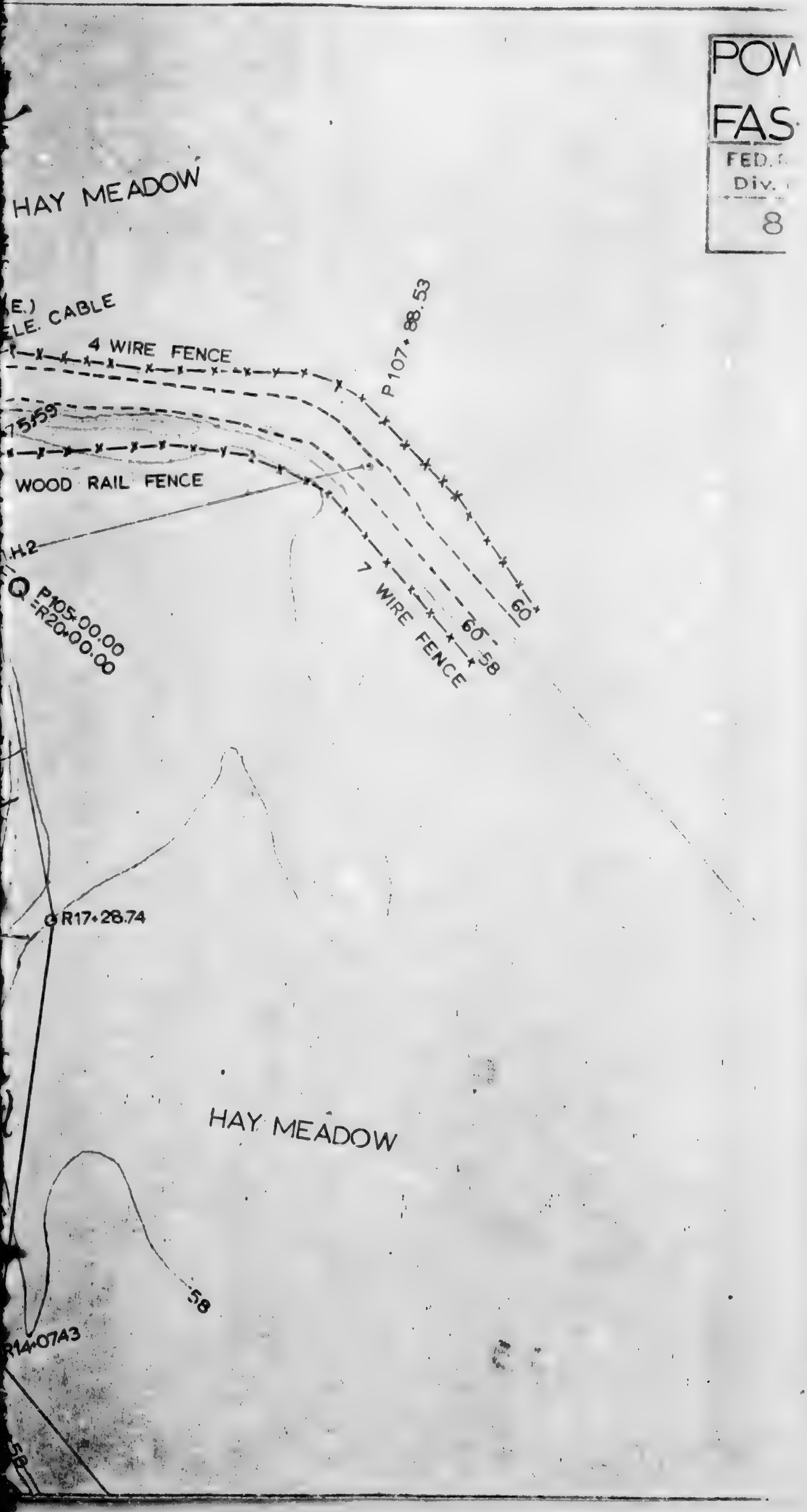

POW
FAS
FED.
Div.
8
HAY MEADOW
E.)
LE. CABLE
4 WIRE FENCE
P107+88.53
75+59
WOOD RAIL FENCE
H.2
Q P105+00.00
ER20+00.00
7 WIRE FENCE
60
60
58
R17+28.74
HAY MEADOW
58
R14+07.43
58

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating four proposed Federal-aid Secondary projects--one each in Baker and Washington Counties and two in Lane County.

The project in Baker County is for constructing a bridge over the Powder River on Middle Bridge Road, FAS 01-109, east of Baker. FAS funds required for this project are estimated to be $170,000, of which $19,000 will be the State's cost.

The first project requested by Lane County is a bridge over the Parsons Creek on Marcola Road, FAS 228, northeast of Springfield. FAS funds required for this project are estimated to be $100,000, of which $11,000 will be the State's cost.

The second project in Lane County is for the construction of two bridges over Dexter Reservoir, on the Jasper-Lowell Road, FAS 230, south of Lowell. The estimated FAS funds required for this project are $650,000, of which $72,000 will be the State's cost.

Washington County's project consists of widening and improving Sherwood Boulevard, FAS 634, from Pacific Highway West to Third Street in the City of Sherwood. FAS funds required for this project are estimated at $480,000, of which $53,000 will be the State's cost.

These project requests will be on the agenda for the March 30 meeting and I recommend your approval.

Att.

bc: C. W. Head w/att.
G. M. Baldwin w/att.
E. S. Hunter w/att.
R. L. Schroeder w/att.
H. S. Coulter w/att.
L. W. Rulien
V. E. Skoog w/att.
E. L. Hardt w/att.
Alfred Shirley w/att.
W. E. Schwartz w/att.
Don Harwell
George Bell w/att.

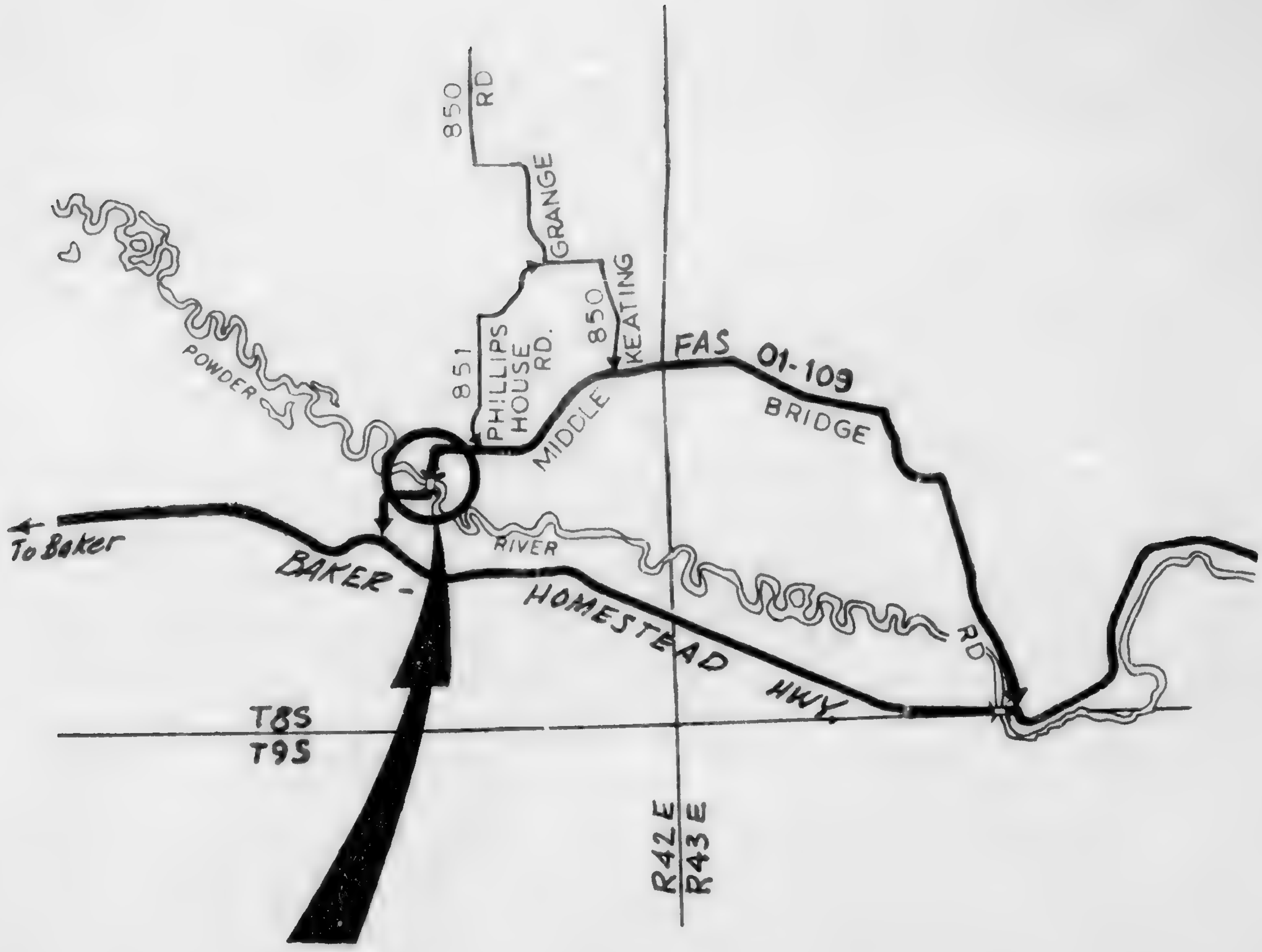
RHP:dp dpy

BAKER COUNTY
Proposed FAS-C Project

FAS 01-109
Powder River (Phillips) Bridge Section
Middle Bridge Road
Structure
$170,000

Construct a concrete bridge 132 feet with a 28-foot clear roadway on revised alignment. Contractor to construct new structure, sign project outside work area, and furnish guardrail. Existing bridge and roadway will be used as a detour. County will construct approaches, place riprap, install guardrail and remove old bridge. State will perform preliminary engineering, award contract and supervise construction.

76-c
3/16/76


850 RD
GRANGE
851 PHILLIPS HOUSE RD.
850 KEATING
FAS 01-109
MIDDLE
BRIDGE
RD
POWDER
RIVER
← To Baker
BAKER - HOMESTEAD HWY.
T8S
T9S
R42E
R43E

# POWDER RIV. (PHILLIPS) BR.

MIDDLE BRIDGE RD. FAS 01-109

Baker County

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 8, 1976

TO
Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, Oregon 97828

George N. Hopkins

FROM
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-Aid Funds
District No. 13
Powder River (Phillips) Bridge
FAS-01-109 Goose Creek Road
Baker County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early Programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be

Attachments

BLG:re

cc:
G. L. Green, FHWA
F. B. Klaboe
E. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
G. A. Starkey
Aeronautics Division

RECEIVED
STATE HWY ENGR
MAR 11 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
MARIE STEPHENS

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>State Highway Division | 46] DIVISION [79<br>Department of Transportation | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>State Highway Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>L. W. Rulien | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Powder River (Phillips) Bridge District 13 | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>FAS-01-109 Goose Creek Road | PROJECT LOCATION—COUNTY<br>Baker | PROJECT LOCATION [79<br>SEC: -- T: 8S R: 45E | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, right-of-way acquisition

06 12] (by the county) grading, surfacing, structure and incidental work to replace an [71

07 12] old, overhead, steel truss that has a ten ton load limit and a 15.5-foot roadway [71

08 12] clearance. Presently heavy loads are required to detour nine miles out of their [71

09 12] way. Minor realignment is anticipated. [71

10 12] [71

| 12 | AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 132,600 | -- | 18,700 | 18,700 | -- | 170,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: March 8, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42 April 43] DAY [44 5, 45] YEAR [46 1976

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 8, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

### STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

|  | FEDERAL SHARE |  | STATE SHARE |  | TOTAL |  |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

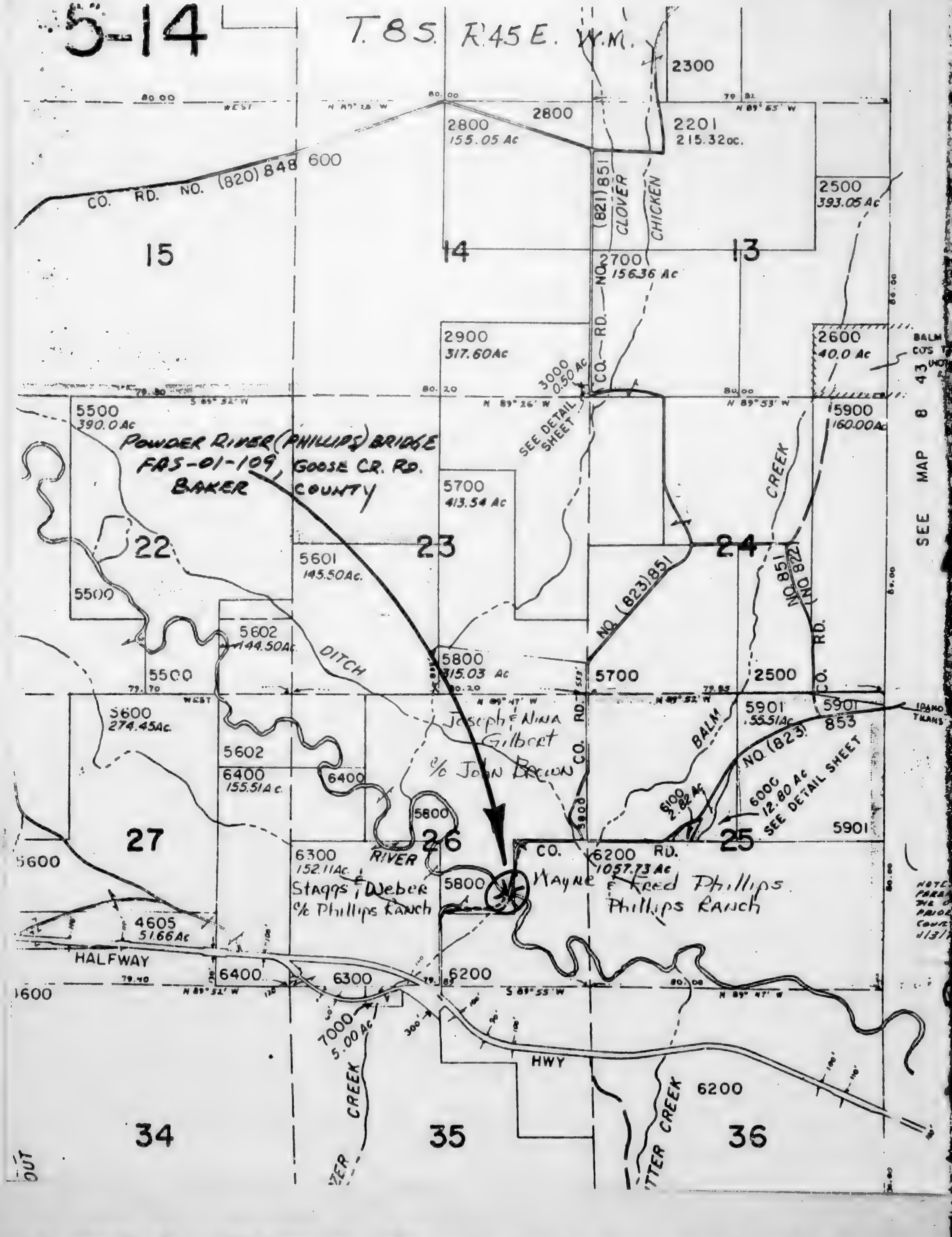
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

The project is proposed by Baker County using Federal Aid County Secondary Funds.

A minor amount of right-of-way will be needed. Negotiations with each property owner will suffice for the hearing officer and a formal hearing is not anticipated.


5-14
T. 8 S. R. 45 E. W.M.
POWDER RIVER (PHILLIPS) BRIDGE
FAS-01-109, GOOSE CR. RD.
BAKER COUNTY
Joseph & Nina Gilbert
% John Becion
Wayne & Reed Phillips
Phillips Ranch
Staggs & Weber
% Phillips Ranch
CO. RD. NO. (820) 848
(821) 851 CLOVER
CHICKEN
CO. RD. NO. (823) 851
NO. 851 (NO. 822) CO. RD.
NO. (823) 853
CREEK
BALM
DITCH
RIVER
HALFWAY
HWY
CREEK
TTER CREEK
SEE DETAIL SHEET
SEE MAP 8 43
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2201 215.32 ac.
2500 393.05 Ac
2700 156.36 Ac
2900 317.60 Ac
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5900 160.00 Ac
5700 413.54 Ac
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4605 51.66 Ac
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7000 5.00 Ac
6200
600
600
CO. RD.

Fa 01-109
Baker Co

**OREGON STATE**
**HIGHWAY DIVISION**
REGION 5 OFFICE

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 27, 1976

The Honorable Dennis L. Fuller
Baker County Judge
Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

RE: Powder River (Phillips) Br. Section, Middle Bridge Rd., FAS 01-109

Your application for the above project was received too late by the Project Management Section for inclusion in the Department of Transportation's meeting agenda on February 24. Action by the D.O.T. Commission on March 30 will not provide enough time to comply with the requirements of the Oregon Action Plan, perform the required field work, perform the necessary design work and let and award the contract prior to June 30. The June 30 deadline was established by the Federal Highway Administration for routes destined to be removed from the FAS system by virtue of the Functional Classification Study.

The alternatives to the funding problem are somewhat limited. Listed below are suggestions you may wish to consider.

1. After/during your review of the Functional Classification Study which I recently sent to you, submit recommendations for re-evaluating the classification of the road. This may be somewhat difficult as the study did not identify the road even as a minor collector.

2. Allow the route to be deleted from the FAS system and submit the project as an off-system project in the event congress provides funds to continue the program.

Please do not hesitate to contact me if you have any question.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

Prange

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RCL:sh

cc Gary Bowling
Robert H. Prange

FAS 1-109

Salem
February 25, 1976

Robert H. Prange
Rural Engineer

Powder River (Phillips) Br. Section
Middle Bridge Rd., FAS 01-109
Baker County

Mr. Roger Lang
Region 5 Federal Aid Engineer

We have received Baker County's application for the proposed subject FAS-C project. The application can not be processed at this time, however, because FAS 01-109 is destined to be removed from the Federal-aid Secondary System as of June 30, 1976. Since the application was received too late to be processed for the February 24 Transportation Commission meeting, a March 30 Commission approval would not provide enough time to insure a construction contract by the June 30, deadline established by FHWA.

I would suggest that the county, after they have reviewed the entire new Functional Classification for Baker County, submit recommendations for reevaluating the classification of some of its county roads. It would be only fair, however to inform the county that this might be difficult in the case of Middle Bridge Road since it was not classed as even a minor collector in this or previous functional classification studies.

As an alternative the county could allow FAS 01-109 to be deleted from the FAS System with the hope that their proposal may be feasible as an Off-System project, if and when that program is continued.

RHP:dp

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Form E-39 (Rev. 9-71)

FAS 01-109
Baker Co

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Powder River (Phillips) Bridge
Highway FAS-C 01-109 Middle Br. (Goose Cr.) Road
County Baker

Date February 17, 1976
Authorization No. 1
Survey Prefix 501-1942 (Assigned by Salem office)

Description of termini, route, length, etc.:

Powder River crossing of Middle Bridge (Goose Creek) Road on alignment provided by county.

RECEIVED
COUNTY & CITY SECTION
MAR 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Purpose of survey:

To prepare plans, specifications and cost estimate.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 4,000 |
| Design | 905 | 500 |
| Bridge Plans | 906 | 5,000 |
| Hydraulics | 918 | 500 |
| Proj. Mgt | 920 | 100 |
| Specifications | 921 | 400 |
| Foundation Expl. | 926 | 3,500 |

RECEIVED
COUNTY & CITY SECTION
FEB 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $14,000
Previous authorization . . . . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) . .
Total all authorizations approved (Salem) . .

Requests made by:
R. C. Langdon Regional Fed. Aid Engr. for P. F. Burnett, Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

BEN GIFFORD

ADVANCE PREFIX

SP*23604-734

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Powder River (Phillips) Bridge

Date February 17, 1976

Highway FAS-C 01-109 Middle Br.(Goose Cr.) Road

Authorization No.

County Baker

Survey Prefix (Assigned by Salem office)

---

Description of termini, route, length, etc.:

Powder River crossing of Middle Bridge (Goose Creek) Road on alignment provided by county.

| | |
|---|---|
| Survey (901) | $4,000 |
| Foundation | $3,500 |

Purpose of survey:

To prepare plans, specifications and cost estimate.

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☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Estimate of cost:

---

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

---

Requests made by:

R. C. Lang[illegible] Regional Fed. Aid Engr.
for R. F. Burnett,
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

Fas 01-109
Baker Co

FORM 81 734 3010

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 17, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: George Hopkins
Project Development Engineer

SALEM

SUBJECT: Proposed Project
Powder River (Phillips)
Bridge Section
FAS-C 01-109
Baker County

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Attached is a project application and environmental assessment submitted by Judge Dennis L. Fuller. The application is the formal request for project as identified in Baker County's letter of intent to use FAS funds which was previously furnished to you.

The project request is limited to the construction of a replacement structure over the Powder River. Right-of-way and road construction necessary for the revised alignment will be accomplished by the county.

Also, the county is requesting a 32' x 132' structure with estimated cost of $170,000, which allows $40.25 per square foot. In view of recent contracts, the cost may be some $5 per square foot low. By reviewing the Geometric Design Standards I find a 28' wide structure will meet the criteria, which would allow $45.99 per square foot.

You will note the proposed project lies on a FAS Route which did not fall in the major collector class in our recently completed Functional Classification Study. Judge Fuller advises me he did not fully understand the far reaching consequence of the study and will submit recommendations in conflict with his letter of acceptance dated May 6, 1975.

Enclosed is an authority for survey showing anticipated field costs for preliminary engineering. Please advise if additional information is needed to process the application.

Assessment + Application to Environment 3-4-76
Auth. [illegible] to [illegible] 3-4-76
Assessment + App. [illegible] to G. Hop. 3-4-76

RCL:je
Attachments

cc: Dennis L. Fuller
Gary Bowling
Verne Allen
P. F. Burnett

PROJECT MANAGEMENT
FEB 18 '76
REFER TO
FOR
Info Investigate R/D Action File Letter Signature

Rev. 10/29/75

fas 01-109-2
Baker Co

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Baker FAS No. 01-109 Date Feb. 3, 1976
County Road Name Middle Bridge - ~~Phillips Ranch~~ (Goose Cr.) Rd
Section Name Powder River (Phillips) Br. SEC
Type of Project Bridge Replacement & corrective Alignment
Location of Project (Attach sketch map) 
ADT 80 Design Speed

Is this request for county bridge design only? Yes ___ No X
county FAS briage design? Yes X No ___
Will County hire consultant for this project? Yes ___ No X

I. PROPOSED ROAD PROJECT DATA

| | 1976 | 1996 |
|---|---|---|
| ADT | 80 | 150 |
| DHV | 15 | 25 |

1. Traveled Surface: Type ___
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ___

2. Shoulders: Type ___
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ___ Total Top Width ___

3. Grading and Drainage:
By County ___ County Date of Completion ___ By Contract ___

4. Bottom Base Course:
By County ___ County Date of Completion ___ By Contract ___
Has base design been given to County? Yes ___ No ___
Will it be furnished? Yes ___ No ___

5. Leveling Course:
By County ___ County Date of Completion ___ By Contract ___

6. Binder Course:
By County ___ County Date of Completion ___ By Contract ___

7. Traveled Surface and Shoulders:
By County ___ County Date of Completion ___ By Contract ___

8. Clearing:
By County ___ County Date of Completion ___ By Contract ___

9. Curbs:
Curbs Required? Yes ___ No ___
Type Desired ___
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ___

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App'd by Dept Tran
3/30/76

To Laux
4/13/76

Rev. 10/29/75

[illegible]
[illegible] 3-4-76

# COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Baker FAS No. 01-109 Date Feb. 3, 1976
County Road Name Middle Bridge - ~~Phillips Ranch~~ (Goose Cr.) Rd
Section Name Powder River (Phillips) Br. Sec
Type of Project Bridge Replacement & corrective alignment
Location of Project (Attach sketch map) ________
ADT 80 Design Speed ________

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes ____ No X

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ________
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ________

2. Shoulders: Type ________
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ______ Total Top Width ______

3. Grading and Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface and Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ________
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ________

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No______
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use________
Sparse population________________Area exempt from bike law____________
What is desired width of trail or walkway______________________________
What type of surface treatment is desired______________________________ft.
________________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?______________________
________________________________________________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No______

12. Will replacement be by: County____________________ Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No______

17. Does County wish sight posts installed? Yes______ No______

18. Does County wish State to permanently stripe project? Yes______ No______

19. Will County do striping? Yes______ No______

20. Does County wish guardrail installed? Yes______ No______
By County______________ Contractor______________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No______
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No______

23. Can through traffic be detoured? Yes______ No______

24. Must new detour be constructed? Yes______ No______

25. Will detour be constructed and maintained by County? Yes______ No______

26. Will detour be constructed & maintained by Contractor? Yes______ No______

27. Will County sign project outside work area during construction? Yes______ No______

28. Will Contractor sign project outside work area during construction? Yes______ No______

29. Should contract provide for permanent signing? Yes______ No______

30. Should State do permanent signing? Yes______ No______

31. Will traffic signals be required? Yes______ No______
If yes, give location and type desired______

32. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______

33. Existing facility - Total top width ______
Travelway width and surface ______, ______
Shoulder width and surface ______, ______

Remarks re Section I:______

## II. BRIDGE PROJECT DATA

1. Name of river or stream Powder River
2. Name of bridge Middle Bridge

3a. Dimensions of existing bridge. Length 122' Roadway Width 15.5' Type Overhead Steel Truss
b. Dimensions of existing approaches. Type gravel Width 20' Shoulders 2'

4. Type of design and material used in existing bridge. Concrete Abutments, Overhead Steel Truss, 7 bents, 4"x14"x20' wood stringers, 3"x12"x16' wood deck

5. Location (please attach map with location marked):______
Section 26 Township 8 S. Range 42 E. W.M.

6. Desired width of proposed bridge 32.0 ft Approx. length 132.0 ft
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No X
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes X No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) [redacted] concrete [redacted]

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes X No______
Explain The county could furnish the rip rap out of our Tucker Pit

10. Foundation Testing: By County? Yes______ No X
By State? Yes X No______

11. Will County close road during construction? Yes______ No X

12. Can presently established road be used as detour? Yes X No______

13. Must a new detour be constructed? Yes______ No X

14. Will detour be constructed & maintained by County: Yes X No______

15. Will detour be constructed & maintained by Contractor? Yes______ No X

16. Will County sign project outside work area during construction? Yes______ No X

17. Will Contractor sign project outside work area during construction? Yes X No______

18. Approaches or Connections: By County? Yes X No______
By Contractor? Yes______ No X
Traveled surface: Type graveled Width 24.0 FT
Shoulder surface: Type graveled Width 4.0 FT
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No X

N.W. quadrant distance from structure__________
N.E. quadrant distance from structure__________
S.W. quadrant distance from structure__________
S.E. quadrant distance from structure__________

20. Guardrail: Desired on approaches or connections: Yes X No ____
By County ________ Contractor X
Right side only? Yes ____ No ____
Both sides? Yes X No ____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ____ No X
Use for detour? Yes X No ____
Removed by County? Yes X No ____
Removed by Contractor? Yes ____ No X
Salvaged by Contractor for County? Yes ____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes X No ____
By Contractor? Yes ____ No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No X Size ________
Company ________________
b. Sanitary sewer mains: Yes ____ No X Size ________
Company ________________
c. Storm sewer: Yes ____ No X Size ________
Company ________________
d. Gas mains: Yes ____ No X Size ________
Company ________________
e. Power lines: Yes ____ No X Size ________
Company ________________
f. Telephone lines: Yes ____ No X Size ________
Company ________________
g. Other Utilities: ________________

24. Does County wish provisions made for future utility attachment to structure? Yes X No ____

25. Does County wish lightpost bases and conduit installed? Yes ____ No X

26. Does County wish complete job of illumination in project? Yes ____ No X

27. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:

28. Existing roadway on either side of bridge:
[✓ N] or [illegible] Side - Travelway surface and width gravel, 20 ft
Shoulder surface and width gravel, 2 ft
[✓ S] or [illegible] Side - Travelway surface and width gravel, 20 ft
Shoulder surface and width gravel, 2 ft

Remarks re Section II:

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes X No
   - By Consultant? Yes No X
   - By County? Yes No X

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of *any* deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No X

3. Construction plans and specifications to be prepared:
   - By State? Yes X No
   - By Consultant? Yes No X
   - By County? Yes No X

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III:

(NOTE: Projects for which Preliminary Survey Plans and Estimates *only* are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## V. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum ____ Minimum 60'

2. Is any additional right of way needed? Yes X No ____
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes X No ____

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No X

5. Should State prepare options? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ____ No X

10. Is a hearing necessary? Yes X No ____
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No X
If yes, give type and name of utility company: ____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes ____ No X
If yes, give type and name of utility company: ____

13. Are utilities on existing right of way by permit ____ or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ____ No X
If yes, give name of irrigation company or district ____
and dates between which water can be turned off: From ____
To ____

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline N/A Siding____ Total____

18. Sight Distance: N/A (Left) ____ (Right)

19. Number of Trains: Passenger N/A Speed____
Freight____ Speed____

20. Angle of Intersection: N/A

21. Type of Existing Crossing: Grade N/A Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs N/A Automatic flashing____ Stop Signs____
Crossbucks____ Automatic bell____ Gates____

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc.? Yes____ No X

25. Will railroad crossing be altered: Yes N/A No____
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes____ No X
By County? Yes X No____
By State at County expense? Yes____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes____ No X
By County? Yes____ No X
By State at County expense? Yes____ No X

28. Does County wish State to prepare P.U.C. hearing date? Yes____ No X

29. Will P.U.C. application be made by State No or County No?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes____ No X

Remarks re Section IV:____

## V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry X ______ Cinders ______
2. Owner: County X ______ State ______ Private ______ Other ______

3. Location: SW¼ SE¼ Section 27 Township 7 S. Range 42 E W.M.
SE¼ SE¼ SW¼ 27 T 7 S. R 42 E (free use permit)
4. If County lease, what are royalty payments? #700$^{00}$ for 99 years

5. Materials furnished by County: Borrow X Select Topping X
Base Course X Level Course X Mineral Aggregates ______
Location Tucker Pit and Staggs & Webber Pit
Miscellaneous Items ______

Remarks re Section V: ______

## VI. FINANCIAL DATA

1. Estimated Cost: $ #170,000

2. Available FAS Funds $ #200,401

3. Does County wish advancement of future Federal funds? Yes ______ No X
Amount ______

4. Date match money is available June 1, 1976

5. Will there be any 100% County money? Yes ______ No X

6. Maximum amount of 100% County money available: $ ______

7. Date County request letting: June 1, 1976

Remarks re Section VI: The 11% match money is available immediately and the County Court request that the project be let prior to June 30, 1976.

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ____________________ Office
2. Environmental Baker County Planning Commission Office
3. Public Hearing Baker County Court Office

Remarks re Section VII: ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Dennis L. Fuller
County Judge or Comm. Chairman

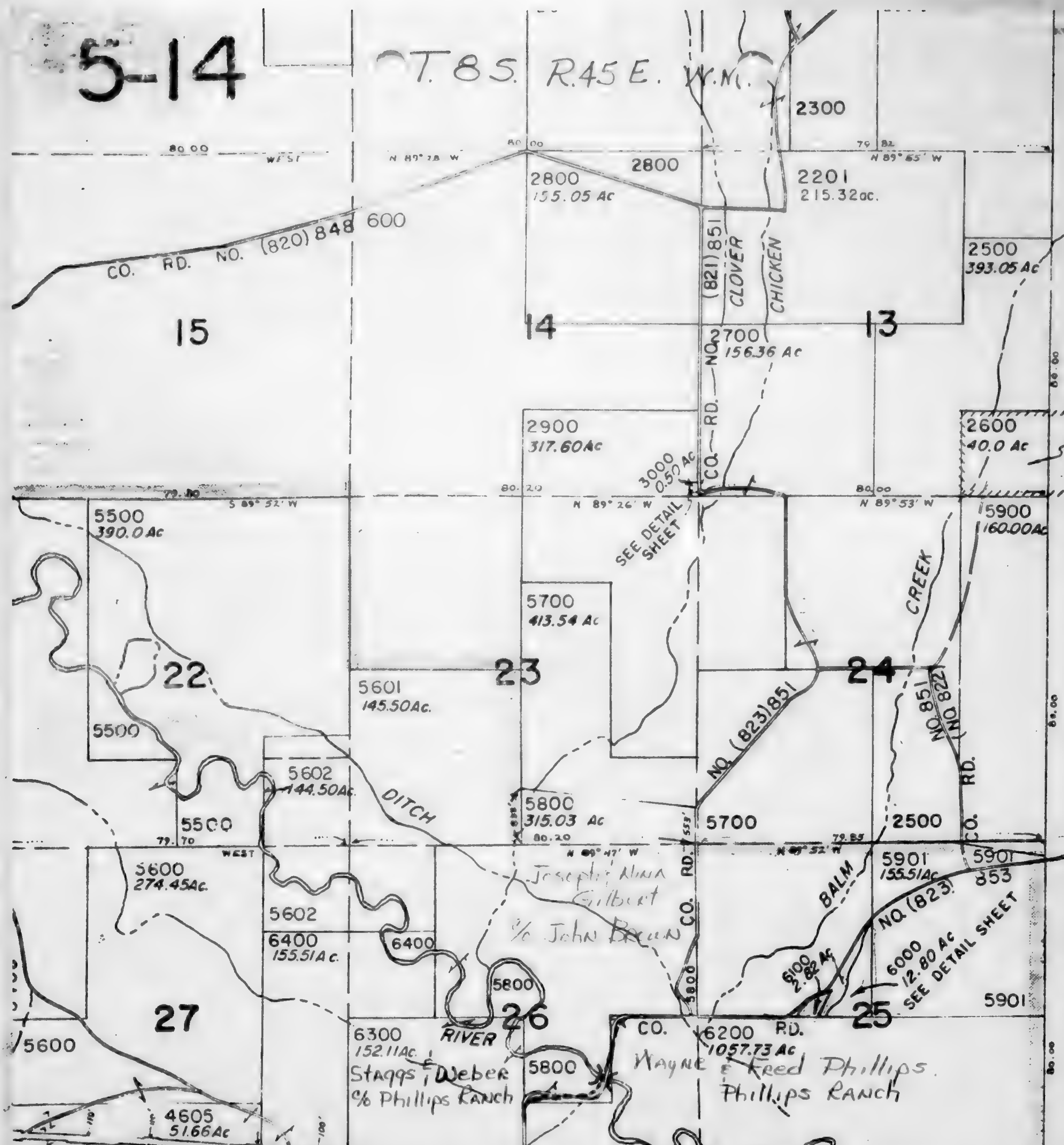
By F. Vivian Smith
County Commissioner

By George V. Nicoleson
County Commissioner

By Gary L. Bowling
County Engineer of Roadmaster

County Baker

Date 2/11/76


5-14
T.8S. R.45E. W.M.
2300
2800
2800
155.05 Ac
2201
215.32 ac.
CO. RD. NO. (820) 848
600
2500
393.05 Ac
(821) 851
CLOVER
CHICKEN
15
14
13
2700
156.36 Ac
CO. RD. NO.
2900
317.60 Ac
3000
0.50 Ac
2600
40.0 Ac
SEE MAP 8 43
5500
390.0 Ac
SEE DETAIL SHEET
5900
160.00 Ac
5700
413.54 Ac
CREEK
22
23
24
5601
145.50 Ac.
NO. (823) 851
NO. 851
(NO. 822)
CO. RD.
5500
5602
144.50 Ac.
DITCH
5800
315.03 Ac
5700
2500
5500
WEST
5600
274.45 Ac.
Joseph & Nina Gilbert
c/o John Brown
CO. RD.
BALM
5901
155.51 Ac
5901
853
NO. (823)
5602
6400
155.51 Ac.
6400
5800
6100
2.82 Ac
6000
12.80 Ac
SEE DETAIL SHEET
27
26
25
5901
5600
6300
152.11 Ac.
RIVER
Staggs & Weber
c/o Phillips Ranch
5800
CO. RD.
6200
1057.73 Ac
Wayne & Fred Phillips.
Phillips Ranch
4605
51.66 Ac
HALFWAY
6400
6300
6200
4600
7000
5.00 Ac
HWY
6200
CREEK
RITTER CREEK
34
35
36
POUT
OOZER
N 89° 28' W
N 89° 65' W
S 89° 52' W
N 89° 26' W
N 89° 53' W
N 89° 47' W
N 89° 52' W
S 89° 55' W
N 89° 47' W

3-4-76

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2/6/76

### A. PROJECT IDENTIFICATION

Name of Project ~~Middle Bridge - Phillips Ranch~~ Powder River (Phillips) Br. Se (Section)

Location of Project - FAS 01-109 (Highway Name) (Highway No., US - ORE)

(City) Baker (County) 5 (Region)

Program Federal-State Aid (Funding) $170,000 (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose is to replace an old, over-head, steel truss that has a 10-ton load limit and a 15.5 ft wide roadway with a new structure that meets the State's HS-20 loading & safety standards. It would also improve traffic flow in the area. At present, there is a 9 mile detour for heavy loads. Also reduce maintenance costs.

Origin and History: At present the structure has a very bad alignment problem and all large farm equipment and cattle trucks have to take a 9 mile detour. This project has been assigned No. 1 priority by the Baker County Court.

### C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length [redacted] 125'

Termini The bridge crossing the Powder River located at Mile Post 4.9 miles on FAS Road No. 01-109.

Alignment (new or existing) The new alignment would flatten out the curve on the approaches to meet the minimum county standards.

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form (2)9-74

Description of Project (cont.

Right-of-Way (acreage and type of land use) The new Alignment is across natural (agricultural) grass pasture land that was donated to the county

Typical Section The county standard requires a 32 ft road which consists of 24' roadway and 4' shoulders with a 9" base rock and 4" of 3/4"-0 crushed rock.

Bikeway 4' shoulders that is graveled and a 32' wide bridge.

Structures

Additional Facilities NONE

Access Control

Materials The county could furnish riprap, filter blanket from the Tucker Creek Pit. the contractor will furnish others.

Borrow and Waste Disposal Any borrow material could be furnish from the Staggs-Weber Pit

Special Construction Methods NONE

Characteristics (ADT) The report 1974 ADT is 80 cars/day at present with a projected 1990 ADT of 150 cars/day which would be approax. 75% trucks.

Other General Information (or Supplemental information to items) The traffic will use the existing structure until the project is finished.

The increase in the ADT wouldimmediately increase due to the 10 ton load limit on the existing bridge, which makes a 9 mile detour for truck traffic.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

~~[illegible]~~

(1.) Replace the bridge on the existing alignment in which the alignment would not meet present county standards.

(2.) Do nothing, which would result in continued deterioration of the structure and eventual closer of the bridge.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ G.L.B. Not Required ☐ Required Will be Offered

Type__________ Tentative Date(s)__________

A-95 Review: ☒ G.L.B. Not Required ☒ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies

~~County, Oregon State Highway~~ Full coordination with Local, State and Federal Agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation ~~Interested parties consisting of the land owners in the area~~ Full coordination with Individuals, Groups, and Organizations if an EIS is required.

## F. STATUS OF PROJECT DEVELOPMENT

### OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

### FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Topography – In the area where the bridge will be located the surroundings in relatively flat.

Flora – Consists of open fields in an agricultural area with natural grass pasture land.

Fauna – The quality of wildlife habitat is very good with fish, ducks & geese.

Soils – The soils are mostly dark brown silts like an ML, Unified Soil Classification System, good stability.

Water features & drainage – The bridge is to cross Powder River in Keating Valley which will only indirectly effect the river if it is design with enough headroom and minimum ice blockage by the piers if any.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land Use — Pasture land for cattle

Noise — Heavy truck traffic on the [redacted] quiet rural setting is only occasional [redacted]. Increased noise during construction would have no lasting effect.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Approximately 0.5 acres more road right-of-way will be donated to the County.

Consequences: The change in the tax base is nil. Removal of ½ acre of pasture land.

2. Estimated Changes in Traffic Patterns: At present the heavy truck traffic have to take a 9 mile detour which would be eliminated with the new bridge. Agricultural equipment in the area would also be able to use the structure.

Consequences: [redacted] No adverse effect will be encountered due to the increased traffic.

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: [redacted] Minimal

Consequences: None

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences: None

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences: None

6. Preliminary Identification of Areas of Critical Environmental Concern: None

7. Potential for Controversial Issues: [redacted] None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans N/A

b. Noise Standards N/A

c. Water Quality Standards N/A

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

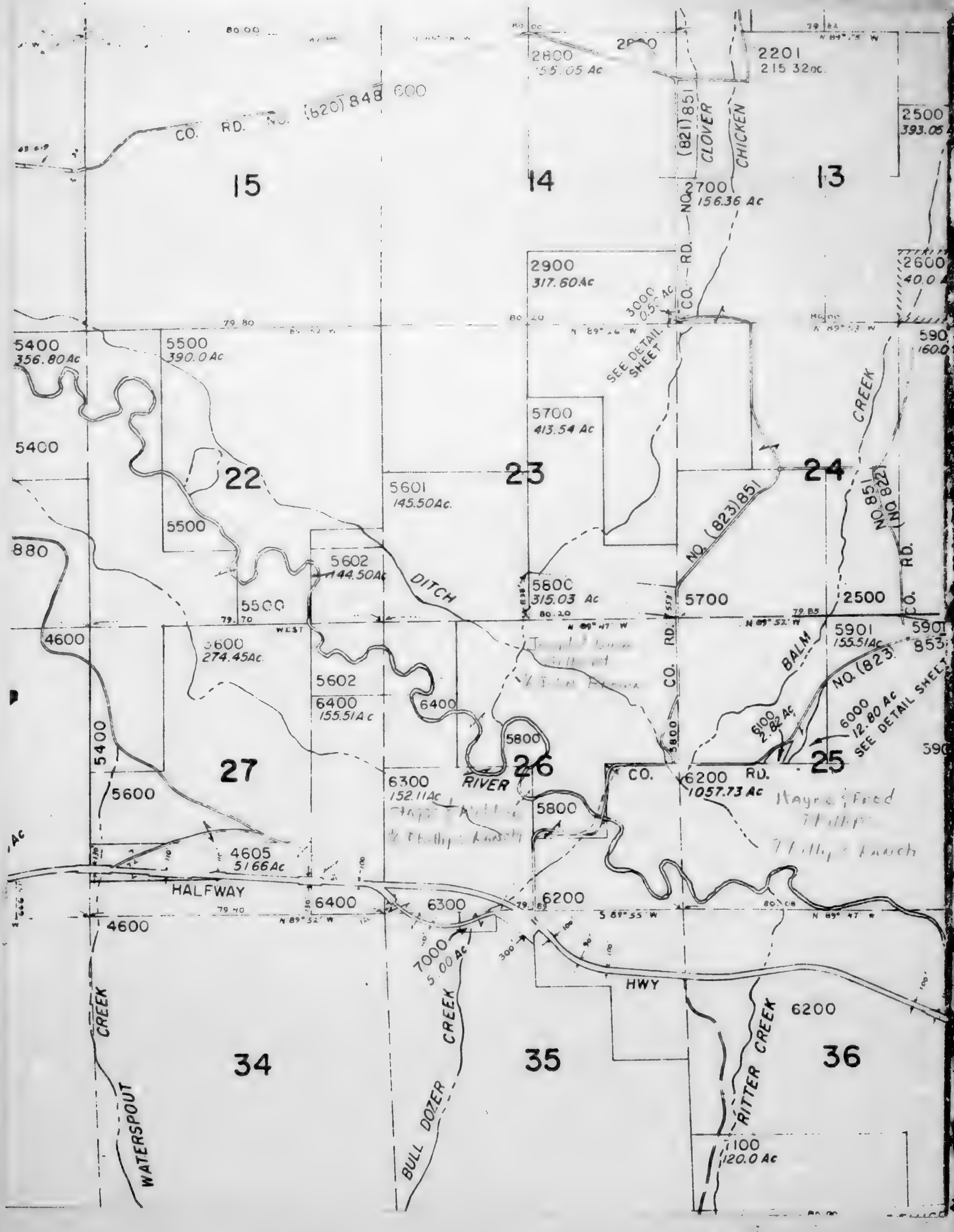
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☒ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ________________________


15
14
13
22
23
24
27
26
25
34
35
36
CO. RD. NO. (620) 848 600
CO. RD. NO. (821) 851
CLOVER
CHICKEN
CREEK
2800
155.05 Ac
2800
2201
215.32 ac.
2500
393.05 Ac
2700
156.36 Ac
2900
317.60 Ac
3000
0.50 Ac
2600
40.0 Ac
SEE DETAIL SHEET
5400
356.80 Ac
5500
390.0 Ac
5400
5700
413.54 Ac
5601
145.50 Ac.
5500
880
5602
144.50 Ac
DITCH
5800
315.03 Ac
NO. (823) 851
5700
2500
NO 851
(NO 822)
CO. RD.
5500
5901
155.51 Ac
5901
853
4600
5600
274.45 Ac
5602
6400
155.51 Ac
6400
BALM
NO. (823)
6100
2.82 Ac
6000
12.80 Ac
SEE DETAIL SHEET
5800
CO. RD.
5400
5600
6300
152.11 Ac
RIVER
5800
CO. RD.
6200
1057.73 Ac
Hayne & Fred
4605
51.66 Ac
HALFWAY
6400
6300
6200
4600
7000
5.00 Ac
HWY
6200
CREEK
WATERSPOUT
BULL DOZER CREEK
RITTER CREEK
100
120.0 Ac
80.00
79.80
80.20
79.70
79.40
79.85
80.08
N 89° 46' W
N 89° 53' W
N 89° 47' W
N 89° 52' W
WEST
S 89° 55' W
N 89° 52' W
N 89° 47' W
N 89° 55' W
590
160.0
590

fas-c
Baker Co

BAKER COUNTY
BAKER OREGON
COURTHOUSE
BAKER, OREGON
97814

January 26, 1976

Mr. G.N. Hopkins
Project Management Section
State Highway Division
State Highway Building
Salem, Oregon 97310

RE: FAS-C Application

Dear Mr. Hopkins:

This is a letter of intent by Baker County for a proposed project application regarding the FAS-C funds that Baker County has accumulated in the amount of $200,000.00 plus. Baker County is in the process of surveying, making plans and obtaining the necessary right of way for a new bridge in the lower Keating area and have made contact with Mr. Roger Lang, our liason person, in regards to said project. It is estimated that this project could run somewhere between $150,000.00 - $200,000.00.

Therefore, may this letter of intent be used by your department to project FAS-C funds for this coming year. It is anticipated that we should have our plans completed and our final project application made so that bids could be let in the early part of the summer and then building could take place while the river is down in the late summer and early autumn months.

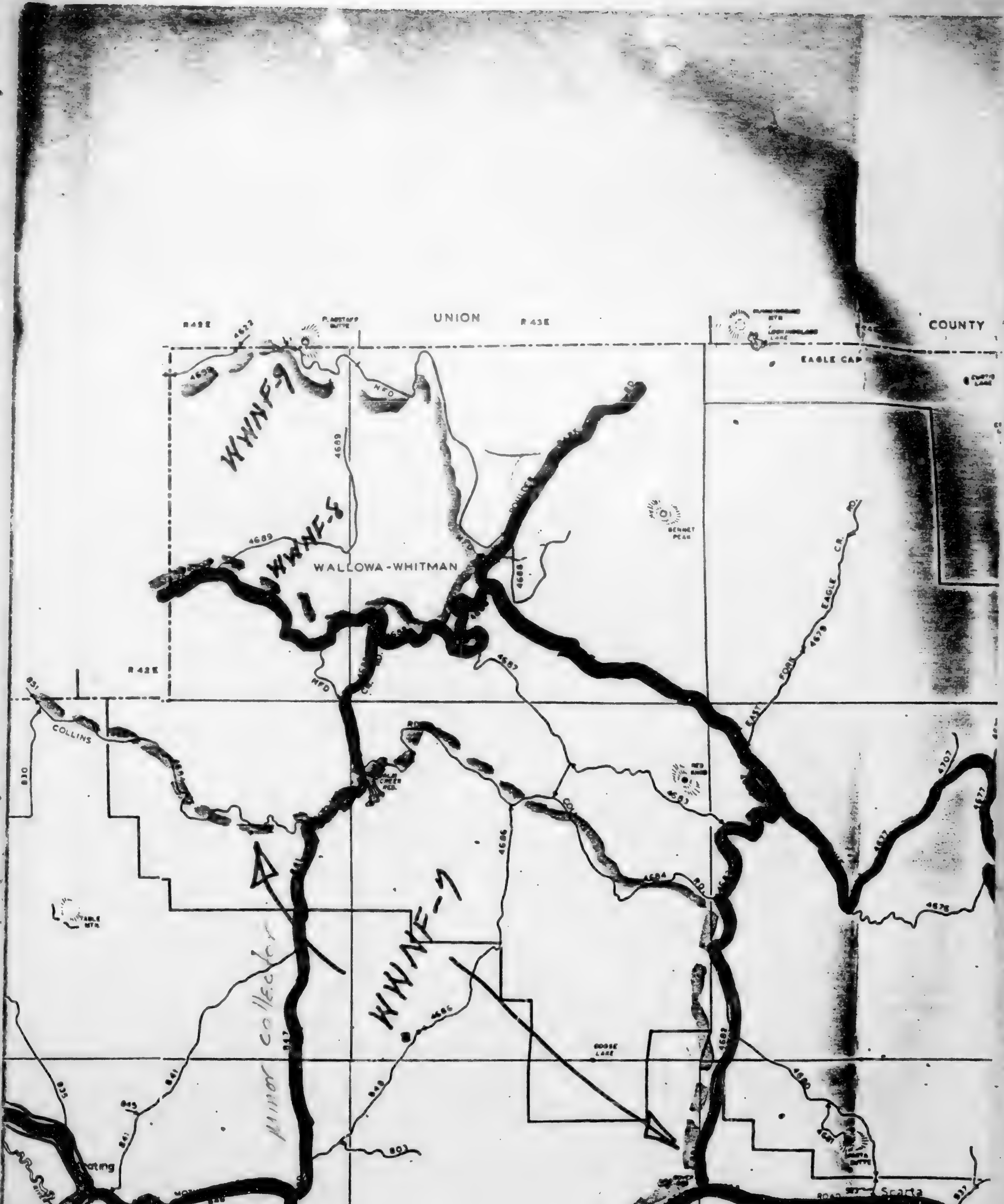
Thank you for your kind consideration.

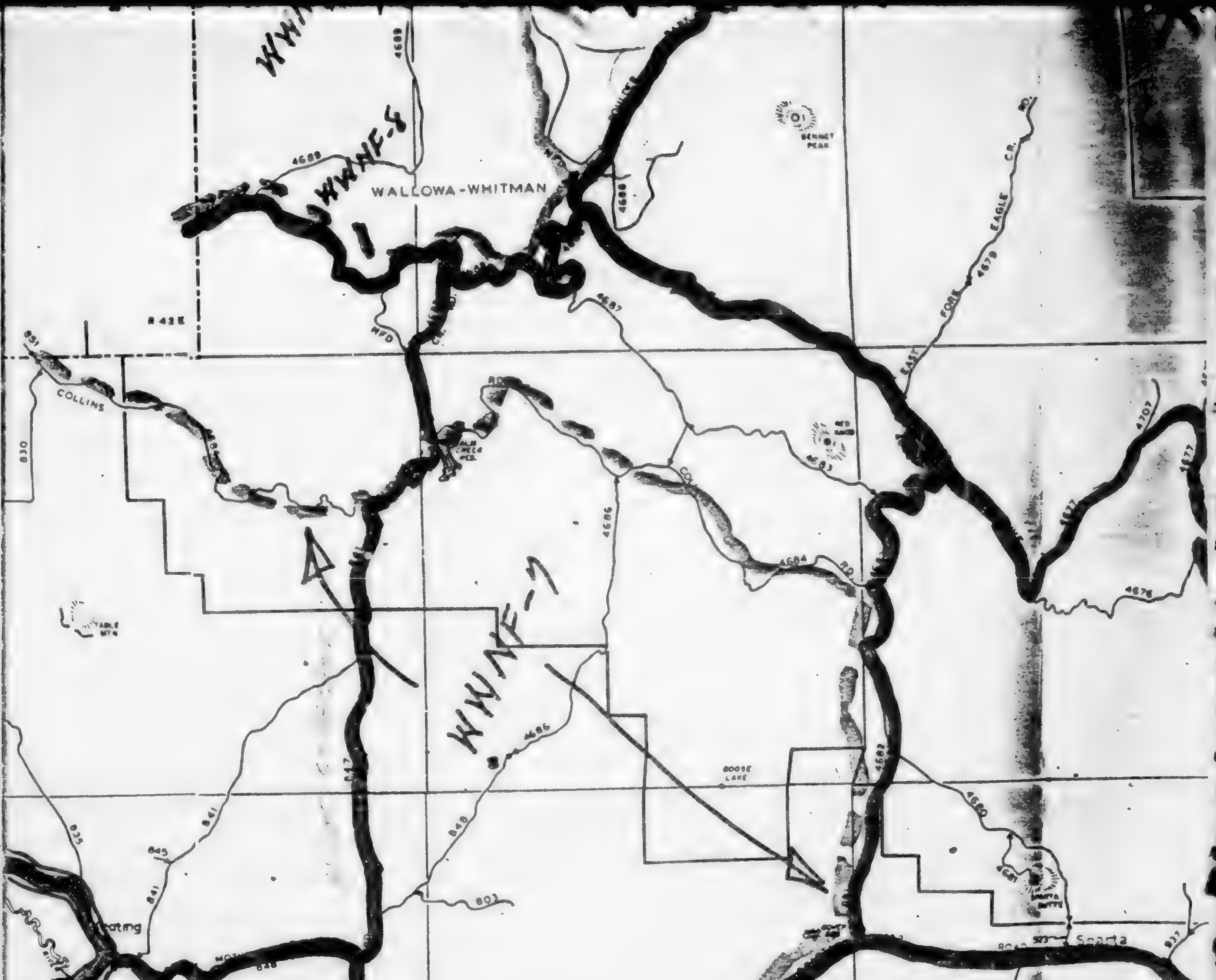
Sincerely,
Dennis L. Fuller
Dennis L. Fuller
County Judge
Baker, Oregon

DLF:tc
cc: Roger Lang

RECEIVED
COUNTY & CITY SECTION
JAN 28 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
JAN 27 '76
REFER TO
FOR
Info Investigate R/D Action File Letter See Me


UNION
COUNTY
R 42 E
R 43 E
R 42 E
EAGLE CAP
WALLOWA-WHITMAN
BENNET PEAK
COLLINS
EAST FORK EAGLE CR. RD
NFD
MUD CR.
GOOSE LAKE
BRIDGE
Sparta
WWNF-9
WWNF-8
WWNF-9
minor collector
4689
4689
4687
4686
4684
4682
4680
4679
4677
4675
4707
4666
4622
830
831
835
841
845
848
803
847
850
01-109
853
032
033


WWNF-8
WALLOWA-WHITMAN
R 42 E
COLLINS
WWNF-7
GOOSE LAKE
Sparta
Keating
MIDDLE KEATING
01-109
BRIDGE (GOOSE CR RD)
EAST FORK EAGLE CR. RD.
BENNET PEAK
ROAD
4689
4687
4686
4684
4682
4680
4679
4677
847
848
841
845
835
803
830
850
853
856
896
880
1126
4100
933
932
892
858

8401 Campbell St.-Auburn Ave. 1976
(Baker) Sec.
(Paving)

C I A 5302 5-7-75

OREGON STATE
HIGHWAY DIVISION

FORM 8[illegible]-734-1190

# HIGHWAY DIVISION INVOICE

NO. 126099

DATE: 2-21-79

BILLING REQ. NO.: CC 1968

YOUR ORDER NO.:

CREDIT DISTRIBUTION

| | |
|---|---|
| 301-1937-295 | 589.22 |
| 301-1088-295 | 1,591.05 |

BAKERCY

City of Baker
City Hall Baker, OR 79814
Attn: George O. Hiatt

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing Per attached Itemized Statement: | | | |
| Urban System Project M-4860(1) | | | |
| Campbell Avenue-Auburn Ave. | | | |
| Birch St. | | | |
| Baker County | | | |
| Covered by Agreement dated 5-6-75 | | | |
| Contract No. 8401 | | | |
| Total Cost | | | 136,750.82 |
| Less Federal Funds Collected | | | 105,876.14 |
| Less State Share | | | 14,794.41 |
| City Share | | | 16,080.27 |
| Less City advance deposits | | | 13,900.00 |
| | | | $2,180.27 |
| Final Billing | | | |

PAID 3-16-79
1

PROJECT FILE

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION | |
|---|---|---|---|---|
| 1-26-79 | CC 1968 | | 301-1937-295 | $ 586.25 |
| | | | 301-1088-295 | $5,494.02 |

**BILL TO:** Code:

City of Baker
City Hall
Baker, OR 97814
Attn: George O. Hiatt, City Manager

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing Per attached Itemized Statement:<br>Urban System Project M-4860(1)<br>Campbell Avenue-Auburn Avenue<br>Birch Street<br>Baker County<br>Covered by Agreement dated 5-6-75.<br>Contract No. 8401. | | | |
| Total Cost | | | $136,750.82 |
| Less Federal Funds Collected | | | 105,876.14 |
| Less State Share | | | 14,794.41 |
| City Share | | | 16,080.27 |
| Less City advance deposits | | | 13,900.00 |
| Balance Due From City | | | $ 2,180.27 |
| (Attach itemized statement to Invoice) | | | |

Advance Deposit Amount $ 13,900.00
Advance Deposit Previously Transferred to Highway Fund $ 10,000.00
Balance $ 3,900.00
Transfer to Highway Fund $ 6,080.27
Refund Due $

Amount Due $ 2,180.27

Partial or final request for billing Final

Number of the previous request in connection with this service. CC-1637

Submitted by: GEZ
Gary E. Zehner

Approved:
Gerald Wimer

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** January 26, 1979

**CITY** Baker **Contract No.** 8401 **Date Completed** 10-14-76

**PROJECT #** M-4860(1) **Section** Campbell Ave.-Auburn Ave.

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 5,327.56 |
| Total Contract Payments | | 91,992.16 |
| CFO #1 Work By City | | 34,793.12 |
| Construction Engineering | | 4,460.90 |
| Interest Paid to Contractor | | 29.97 |
| Audit Expense | | 147.11 |
| TOTAL PROJECT COST | | $136,750.82 |
| Non-Participating Costs: | | |
| Preliminary Engineering | $ 5.93 | |
| CFO #1 Work By City | 1,249.96 | |
| Construction Engineering | 56.16 | |
| Interest Paid to Contractor | 29.97 | 1,342.02 |
| | BALANCE | $135,408.80 |
| Federal Aid Funds Collected: | | |
| Preliminary Engineering | 4,160.98 | |
| Construction | 101,715.16 | 105,876.14 |
| Amount to be shared by State and City | | $ 29,532.66 |

State Share:
50% of 29,532.66= $14,766.33
50% of 56.16= 28.08

$14,794.41

City Share:
$29,532.66 - 14,766.33= $14,766.33
1,342.02 - 28.08= 1,313.94

$16,080.27

**Reference: Billing Form** CC-1968

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
*(For use of Paying Office)*

STATE
Oregon

VOUCHER PERIOD
FROM 8-19-75
TO 7-13-77

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ X Post FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-4860(1) BAKER

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $136,750.82 | $135,408.80 | 78.19% | $105,876.14 | $105,876.14 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY
DATE

DIVISION OFFICE REVIEW MADE
BY
DATE

PASSED FOR PAYMENT
BY
DATE V.E. Skoog
Controller

REMARKS Oregon 11/3/78

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Campbell St. - Auburn Avee (Baker) Section<br>Baker County | | | | | |
| | Total Participating Cost Per Final Voucher | | | | $135,408.80 | |
| | Total Non Participating Cost Per Final Voucher | | | | 1,342.02 | |
| | TOTAL COST | | | | $136,750.82 | |
| | Prepared based on Costs as shown on Federal Billing as of 11/16/78 | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Campbell St. - Auburn Ave. (Baker) Section | | | | | |
| | Baker County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | All Required | | | $ 5,321.63 | |
| | Construction | | | | | |
| | Type Code 6105 | | | | | |
| | Roadway (Sta. -0+33 To 25+99.7) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | 91,992.16 | |
| CFO | #1 Work By City of Baker | All Required | | | 33,543.16 | |
| | Total Construction | | | | $125,535.32 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 4,404.74 | |
| | Misc. Project Costs | | | | | |
| | Audit Expense | All Required | | | 147.11 | |
| | Total Participating Cost | | | | $135,408.80 | |
| | Nonparticipating Items | | | | | |
| | Preliminary Engineering | All Required | | | 5.93 | |
| CFO | #1 Work by City of Baker | All REquired | | | 1,249.96 | |
| | Construction Engineering | All Required | | | 56.16 | |
| | Interest Paid Contractor | All Required | | | 29.97 | |
| | Total Nonparticipating Cost | | | | $ 1,342.02 | |
| | TOTAL COST | | | | $136,750.82 | |
| | Prepared Based on Costs as Shown on Federal Billing as of 6/30/78. | | | | | |
| | AMOUNT CARRIED FORWARD...... | | | | | |

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            236     1964     310     00 E 1        255 22           255 22             255 22
            236     1964     920     00 P 1         11 58            11 58              11 58
                             TOT     P1            266 80           266 80             266 80
                        ** JOB TOTALS **           266 80  **       266 80  **         266 80  **

                                                                                              STATE
SECT-OS          CONT NO       FA PROJ NOS S0SC000001 1CC
            237     1909     296     00 N 9        507 35CR       1 082 94CR         1 082 94CR
            237     1909     298     00 N 9        507 35         1,082 94           1 082 94
            237     1909     901     00 P 1        263 74         1 526 35           1 526 35
                             TOT     P1            263 74         1 526 35           1 526 35
                        ** JOB TOTALS **           263 74  **     1 526 35  **       1 526 35  **

                                                                                  00      STATE
ST RR VING       CONT NO       FA PROJ NOS RRP 432001 100                          2 13CR
            301     1935     296     00 N 9                                          2 13
            301     1935     298     00 N 9                                        731 04
            301     1935     901     00 P 1                                        427 95
            301     1935     901     00 N 1                                         74 68
            301     1935     905     00 P 1                                        805 72
                             TOT     P1                                            427 95
                             TOT     N1                                          1 233 67  **
                        ** JOB TOTALS **                     **          **

                                                                                  00      STATE
 E -BAKER        CONT NO       FA PROJ NOS M   860001 100
            301     1937     296     00 N 9        403 38           447 23         4 160 98CR
            301     1937     298     00 L 9        403 33CR         447 23CR       4 160 98
            301     1937     901     00 P 1 Prel Engr                              2,465 47
            301     1937     905     C0 P 1 Final Des                              1 287 18
            301     1937     905     00 N 1                                          5 93
            301     1937     910     00 P 1 [illegible]                            900 67
            301     1937     914     00 P 1 Util.                                  202 21
            301     1937     920     00 P 1 [illegible]                             23 32
            301     1937     921     00 P 1                                        442 78
                             TOT     P1                                          5 321 63
                             TOT     N1                                              5 93
                        ** JOB TOTALS **                     **          **      5 327 56  **

                                                                                  00      STATE
 E GNING PROJECT CONT NO     * FA PROJ NOS SRS 00S020  50 HHS 00S012  50          383 72CR
            301     1938     296     00 N 9
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                                                                                          900. 67
          301    1937      910    00 P 1 Soils & Geo.                                     202. 21
          301    1937      914    00 P 1 Util.                                             23. 32
          301    1937      920    00 P 1 Prog & Plan.                                     442. 78
          301    1937      921    00 P 1 Specs.                                         5. 321. 63
                           TOT    P1                                                        5. 93
                           TOT    N1
                     ** JOB TOTALS **            **               **                    5. 327. 56  **

S GNING PROJECT     CONT NO      * FA PROJ NOS SRS 00S030   50 HHS 00S012   50                00      STATE
          301    1938      296    00 N 9                                                  383. 72CR




E   6   OST SUMMAR                                          DECEMBER 1978          PAGE  606

                                                                 FISCAL            GRAND TOTAL
OF  OB OF DEPARTMENT    PREFIX     FUNCTION   GR  CURRENT MONTH  YEAR TO DATE         TO DATE
          301    1938      298    00 N 9                                                  383. 72
          301    1938      905    00 P 1                                                  283. 60
          301    1938      905    00 P 2                                                  142. 76
                           TOT    P1                                                      283. 60
                           TOT    P2                                                      142. 76
                     ** JOB TOTALS **            **               **                      426. 36  **
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 ST SUMMAR                                                 DECEMBER 1979         PAGE  154
..........................................................................................
                                                                 FISCAL         GRAND TOTAL    ACTIVE YRS
E DEPARTMENT        PREFIX      FUNCTION   GP  CURRENT MONTH   YEAR TO DATE     TO DATE       BEG    END
               ___    1052       296      00 N 9                                10.363.00CR    77     78
               ___    1052       298      00 N 9                                10.363.00      77     78
               ___    1052       900      00 P 1                                   347.90      76     78
                                 TOT         P1                                 23.598.83
                              ** JOB TOTALS **                  **           **  23.598.83  **

          CONT NO 3401 * FA PROJ NOS M    S00001 100                                    00    STATE
               301    1088       201      00 P 1 Contractor                     91.992.16      76     77
               301    1088       206      00 N 1 Int.                               29.97      77     77
               301    1086       240      01 P 1 } CPO#1                        33.543.16      77     78
               301    1088       240      01 N 1                                 1.249.96      78     78
               301    1088       295      00 N 9                                10.000.00      76     76
               301    1088       296      00 N 9 Trans   9.360.61     9.776.14 111.715.16CR    76     79
               301    1088       298      00 N 9         9.360.61CR   9.776.14CR 101.715.16    76     79
               301    1088       900      00 P 1 Engr                            4.404.74      76     77
               301    1088       900      00 N 1                                    56.16      76     77
               301    1088       915      00 P 1 Audit                             147.11      79     79
                                 TOT         P1                                130.087.17
                                 TOT         N1                                  1.336.09
                              ** JOB TOTALS **                  **           ** 131.423.26  **

RICHLAND  CONT NO 3423 * FA PROJ NOS OS   101001 100                                    00    STATE
               301    1089       201      00 P 1                                62.658.77      76     77
               301    1089       206      00 N 1                                   317.06      77     77
               301    1089       296      00 N 9                  4.200.00CR    74.614.44CR    76     78
               301    1089       297      00 N 9                  4.200.00      10.800.00      76     78
               301    1089       298      00 N 9                                63.814.44      76     78
               301    1089       900      00 P 1                                 4.567.19      76     77
               301    1089       900      00 N 1                                 1.440.76      76     78
               301    1089       900      01 P 1                                 2.026.63      76     77
               301    1089       900      01 N 1                                    18.82      77     77
               301    1089       915      00 P 1                                   123.21      77     77
                                 TOT         P1                                 74.375.80
                                 TOT         N1                                  1.776.64
                              ** JOB TOTALS **                  **           **  76.152.44  **

MENT MARKING   CONT NO           FA PROJ NOS RMS 005046 100                              00    STATE
               301    1090       270      01 P 1                     543.33      1.278.05      76     78
               301    1090       296      00 N 9                     543.33CR    1.665.87CR    77     78
               301    1090       298      00 N 9                     543.33      1.665.87      77     78
               301    1090       900      00 P 1                                   387.82
                                 TOT         P1                      543.33      1.665.87
                              ** JOB TOTALS **                  **   543.33  **  1.666.87  **
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                                TOT      P1
                                TOT      N1
                             ** JOB TOTALS **               **            **  131,423.26  **

                                                                                00          STATE
RICHLAND      CONT NO 3423 * FA PROJ NOS 0S  101001 100                    67,658.77         76     77
                  301      1089      201      00 P 1                          317.06         76     78
                  301      1089      206      00 N 1         4,200.00CR  74,614.44CR         76     78
                  301      1089      296      00 N 9         4,200.00    10,800.00           76     78
                  301      1089      297      00 N 9                     63,814.44           76     78
                  301      1089      298      00 N 9                      4,567.19           76     78
                  301      1089      900      00 P 1                      1,440.76           76     78
                  301      1089      900      00 N 1                      2,026.63           76     78
                  301      1089      900      01 P 1                         18.82           76     78
                  301      1089      900      01 N 1                        123.21           76     78
                  301      1089      915      00 P 1                     74,375.80
                                     TOT      P1                          1,776.64
                                     TOT      N1                         76,152.44  **
                                  ** JOB TOTALS **          **            **

                                                                                00          STATE
MENT MARKING   CONT NO         FA PROJ NOS RMS 000S046 100      543.33         1,278.05     76     78
                  301      1090      270      01 P 1            543.33CR       1,665.87CR   76     78
                  301      1090      296      00 N 9            543.33         1,665.87     76     78
                  301      1090      298      00 N 9                             387.82
                  301      1090      900      00 P 1            543.33         1,665.87
                                     TOT      P1                543.33  **     1,665.87  **
                                  ** JOB TOTALS **          **
```

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

7

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD ~~(E S Hunter)~~
Wash. D.C. (HHO-32)

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Baker | DIVISION<br>Oregon |
| DATE OF REPORT<br>7-13-7- | REPORT MADE BY<br>R. A. Nichols, A.E. | | PROJECT NO.<br>M-4860(1) |
| COMPLETION DATE<br>10-14-76 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1-7-77 | TIME ELAPSED<br>51 % | CONTRACT TIME<br>60 CD |
| APPROVED EXTENSIONS<br>None | LOCATION<br>The project was to improve Birch St. between Campbell St. and Auburn Ave. in Baker, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CAMPBELL ST.-AUBURN AVE. (BAKER)
FAU 4860 Birch St.

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
FOR

7-15-77

[illegible] SENT
JUL 14 1977
Washington

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original signed by<br>R. A. NICHOLS<br>R. A Nichols | | SIGNATURE<br>E. J. Valach<br>Original signed by<br>E. J. Valach<br>Dist. Engineer | |
| TITLE<br>Area Engineer | DATE<br>7-13-77 | TITLE<br>District Engineer | DATE<br>7-13-77 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8401

*FORM APPROVED* ***RCS HNG-30-02***
*OMB NO. 04-R2274*

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL CARD — *To be completed by Washington Headquarters Personnel* 16 18 19 22 23 24 25 27 28 30 31 33

CARD A

PART A [illegible]

| | | | | |
|---|---|---|---|---|
| STATE<br>Oregon | COUNTY<br>Baker | FEDERAL PROJECT NO.<br>M-4860(1) | | URBAN X<br>RURAL |
| ITEM | DESCRIPTION | UNIT | | DATE STARTED |
| | CONSTRUCTION TYPE CODES | | 6105 | September 14, 1976 |
| 20 | FINAL CONSTRUCTION COST | DOL. | 135,216 | DATE COMPLETED<br>October 14, 1976 |
| 21 | LENGTH OF PROJECT | MILES | .499 | TOTAL NO. BRIDGES<br>0 |

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS - Attach plain sheet of paper)*

| | | | | |
|---|---|---|---|---|
| 30 | LABOR | TOTAL MAN HOURS<br>827 | GROSS EARNINGS<br>8,300 | |
| CARD B | | | | |
| 22 | TOTAL COST OF ALL MATERIALS AND SUPPLIES | DOL. | 23,838 | |
| 9 | PETROLEUM PRODUCTS | GAL. | 690 | |
| 1 | CEMENT | BBL. | 0 | |
| CARD C | | | | |
| 2<br>92 | AGGREGATES PURCHASED | TON<br>CU. YD. | | |
| 3 | BITUMINOUS MATERIAL | GAL. | 56,300 | |
| 4 | LUMBER | THOUS. BD. FT. | | |
| CARD D | | | | |
| 5 | TIMBER PILING | LIN. FT. | | |
| 7 | REINFORCING STEEL | LB. | 395 | |
| 8 | STRUCTURAL STEEL | LB. | | |
| 10 | EXPLOSIVES | LB. | | |
| CARD E | | | | |
| 11 | READY-MIXED CONCRETE | CU. YD. | 173 | |
| 12 | PREMIXED BITUMINOUS PAVING MATERIALS | TON | 3,605 | |
| 15<br>95 | AGGREGATES PRODUCED | TON<br>CU. YD. | 3,400 | |
| CARD F | | | | |
| 16 | MISCELLANEOUS STEEL | LB. | | |
| 17 | FENCING | LIN. FT. | | |
| 18 | GUARDRAIL | LIN. FT. | | |
| 19 | BRIDGE RAIL | LIN. FT. | | |
| CARD G | | | | |
| 23 | FINAL CONTRACT AMOUNT FOR SIGNS | DOL. | | |
| 24 | FINAL CONTRACT AMOUNT FOR LIGHTING | DOL. | | |

*Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel*

48 52 53 61 62 70

CULVERT ITEMS

| ITEM | | SIZE *(In.)* | LGTH. *(Lin. ft.)* |
|---|---|---|---|
| CARD H | 6 | CORRUGATED STEEL CULVERT | |
| CARD J | 13 | CONCRETE PIPE | |
| CARD K | 14 | CLAY PIPE AND DRAIN TILE | |
| CARD L | 25 | CORR. ALUMINUM CULVERT | |
| CARD M | 26 | CAST IRON PIPE | |

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

# INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR-47

## GENERAL REQUIREMENTS

Form PR-47 should be transmitted [illegible] highway [illegible] project involving Federal funds [illegible] the installation of protective devices at [illegible] grade [illegible] that are constructed on a [illegible] Federal-aid Secondary system highway work under the [illegible] of the Federal Highway [illegible] tion projects financed with [illegible]

Form PR-47 should be transmitted [illegible] Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. [illegible], Sec. 2; Sub Sec. 8

A separate form should be [illegible] data for two [illegible] when such [illegible] case of a combination [illegible] completion date [illegible] more than one project, one form may be prepared for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract [illegible] of material but the quantity of material should be reported when subsequently included in a construction project. In all cases **only the original** of Form PR-47, typed or [illegible] and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, [illegible] should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and [illegible] reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar**

Check [illegible] within [illegible]

All figures should [illegible] by State highway department and Federal Highway [illegible] division [illegible] engineers. The total [illegible] and gross earnings should [illegible] tion amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with [illegible] cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

### Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

**"Final Construction Cost"** - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

**"Length of Project."** - Report official roadway mileage and official bridge mileage.

### Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

**Specific Instructions for the Following Numbered Items:**

**Item 1** - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

**Items 2 and 92** - Report quantity of aggregates purchased from [illegible] such as sand, gravel, crushed stone, etc. Do not [illegible] aggregates included in Items 11 and 12. Aggregates [illegible] by the contractor shall be reported as Item 15 or 95.

**Item 3** - [illegible] bitumens such as asphalt and tar [illegible] included in Item 12.

**Item 4** - [illegible] lumber products purchased for and used on the [illegible] plywood and pressed wood, but excluding timber [illegible] and lumber purchased for [illegible] reported. The quantity of [illegible] **thousand board feet** and not as the number of board feet.

**Item 5** - [illegible] regardless [illegible]

**Item 6** - [illegible] regardless of class, type [illegible] or coating [illegible] pipe [illegible]

**Item 7** - [illegible] number of pounds of reinforcement for both [illegible] estimated quantities of reinforcing [illegible] precast units [illegible] concrete pipe [illegible]

**Item 8** - [illegible]

**Item 9** - [illegible] pounds of [illegible]

**Item 10** - [illegible] exclusive of [illegible]

**Item 11** - [illegible] ready mixed concrete [illegible] quantity of [illegible] precast units [illegible]

**Item 12** - [illegible] paving mixtures [illegible] roads for placement as they [illegible]

**Item 13** - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and [illegible] pipe.

**Item 14** - Report, by size, total number of linear feet of clay pipe and drain tile

**Items 15 and 95** - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

**Item 16** - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

**Items 17, 18 and 19** - Report total lengths, in linear feet, of all types of [illegible], guardrail and bridge rail.*

**Item 22** - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

**Item 23** - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

**Item 24** - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

**Item 25** - Report, by size, number of linear feet of corrugated aluminum culvert.

**Item 26** - Report, by size, number of linear feet of cast iron pipe

**Item 30** - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8401

ß

January 14, 1977

Seaboard Surety Company
90 William St.
New York, NY 10038

Gentlemen:

On January 10, 1977, we wrote to you concerning release of final payment on Contract No. 8401 awarded to Baker Redi-Mix, Inc., for paving on the Campbell Street-Auburn Avenue Section in Baker on FAU 4860 in Baker County.

Final payment on this contract is $3,596.42 and the total contract amount is $91,992.16. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Baker Redi-Mix, Inc.
East "H" St.
Baker, OR 97814

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Baker

CAMPBELL ST. - AUBURN AVE. (BAKER)
Contract 8401
Prefix 301-1088
FAU 4860 (Birch St.)

## NARRATIVE REPORT

This project was awarded to Baker Redi-Mix, Inc. on August 6, 1976. The specified completion date of 60 Calendar Days was adequate as 9 days were used to place concrete curbs. Five days were used to pave the street.

The City of Baker did not have all of their work completed before the award of this contract. Therefore we did not begin Calendar Day Count until September 13, 1976. Whence the City of Baker did have enough grade ready for the sub-contractor to begin placing concrete curb and gutter. The original Calendar Day Count was specified to begin August 30, 1976.

There was one Sub-contractor on this project. Sharp and Associates, Inc. subcontracted the curb and gutter work on the project. They began setting forms September 14, 1976 and continued placing concrete and setting forms until they were completed with the entire curb and gutter work. This was complete September 24, 1976. This particular sub-contractor was extremely well cooridinated and took much pride in his quality of the finished product. This resulted in a very good appearing, finished curb and gutter project.

The contractor, Baker Redi-Mix, began paving Class "C" base coarse on September 30, 1976. Five work days were used to pave this project, with final paving being completed on October 8, 1976. The Mix design used for Class "C" Asphaltic Concrete Mixture, was the same design as used on the Middle Bridge Rd. - Ritter Creek section. The contractor on this project had the contract on the Middle Br. Rd. - Ritter Cr. Project. This enabled us to speed up the progress of the project as only fourteen working days were needed to complete the project.

The City of Baker did have their crews on the project most of the time. They were responsible for installing all inlets, grading, adjusting manholes and backfilling behind the curbs. They were very cooperative with the contractor and sub-contractor. Mainly because they have all worked together in other districts within the city. This could have been a major catastrophe had they not have worked together with one another.

REFERRED TO
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Hager Wolfe
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CAMPBELL ST. - AUBURN AVE.(BAKER)
Contract 8401
Prefix 301-1088

## STATEMENT OF OVERRUNS & UNDERRUNS

| | Const. Authorization | Final Amount | % |
|---|---|---|---|
| Contract Amount | 102,247.50 | 91,990.14 | -10 |
| Contingencies | 4,601.14 | 0.00 | -100 |
| Construction Engineering | 9,202.28 | 3,200.00 | -65 |
| Total Const. Authorization | 116,050.92 | 95,190.14 | -18 |

CONSTRUCTION ENGINEERING:
Contractors activities on project were efficient and short. More than adequate monies available for the project.

| BID ITEM | CONST. AUTH. | FINAL AMOUNT | % |
|---|---|---|---|
| 1. Temp. Protection | 4,000.00 | 4,000.00 | 0 |
| 2. Temp. Signs | 750.00 | 375.00 | -50 |

We did not install signs and barricades at cross streets as traffic was not a problem.

| | | | |
|---|---|---|---|
| 3. Temp. Barricades | 400.00 | 300.00 | -25 |

Two barricades used to close street at intersection of Campbell St. and one barricade used at end of Birch Street, this was adequate.

| | | | |
|---|---|---|---|
| 4. Flagman | 640.00 | 0.00 | -100 |

It was not necessary to control light traffic with flagmen. Therefore we did not request any flagmen for the project.

| | | | |
|---|---|---|---|
| 5. Class "C" Asphalt | 53,325.00 | 48,664.67 | -9 |
| 6. Asphalt Cement in Mixture | 24,700.00 | 21,555.50 | -13 |

Asphalt in tack coat was anticipated and included under this bid item. We did not feel it was necessary to use the tack coat between each new lift of pavement.

| | | | |
|---|---|---|---|
| 7. Concrete Curbs | 18,432.50 | 18,013.48 | -2 |
| Price Agreement # 1 | Asphalt Penalty | -818.51 | |

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Campbell St. - Auburn Ave. (Baker)

WEEK ENDING: November 20, 1976

SECTION PREFIX: 301-1088

HIGHWAY: FAU 4860

COUNTY: Baker

NAME OF JOB: Campbell St. - Auburn Ave.(Baker)

KIND OF WORK: Paving

CONTRACTOR: Baker Redi-Mix, Inc.

CONTRACT NUMBER: 8401

FEDERAL AID PROJECT NUMBER: M-4860(1)

DATE OF CONTRACT: August 6, 1976

DATE WORK STARTED: September 14, 1976

ESTIMATED COMPLETION DATE: October 14, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 60

WORK DAYS USED

CALENDAR DAYS USED 32

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 53

PROJECT AUTHORIZATION: $ 116,050.92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 106,842.64

ENGINEERING AUTHORIZATION: $ 9,202.28

This week 228.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 92,158.05

ENGINEERING COST TO DATE: $ 4,036.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN 14 %

PERCENT OF AUTHORIZATION 44 %

DATE PROJECT WAS COMPLETED: October 14, 1976

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 0.50 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 0.50 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 3,950 tons |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 3,605 tons |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 3,605 tons |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Snow | 0 | | |
| MONDAY | Rain | 0 | | |
| TUESDAY | Rain | 0 | | |
| WEDNESDAY | Cloudy | 0 | | |
| THURSDAY | Cloudy | 0 | | |
| FRIDAY | Cloudy | 0 | | |
| SATURDAY | Cloudy | 0 | | |

K

B

Kelsey
Bond
Lockmond
Harwood
Johnsen
Walker

RECEIVED
NOV 22 1976
CONSTRUCTION
SECTION

Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final submitted to Region Office today (Nov. 19, 1976)

SIGNED ______ LOCATION Baker, OR

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Baker
City Hall
Baker, OR 97814
Attention of Mr. George Hiatt

Request No. (assigned by staff engineer or head of division) cc 1637

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $12,800.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the construction of Birch Street (Campbell Avenue-Auburn Avenue) FAU 4860<br>Covered by agreement dated 5/6/75 | | 10,000.00 |
| | | To be retained | | $ 2,800.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 12,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
301-1088-295

Submitted by:
F. F. Hildebrandt

Approved:
Division Engineer

Approved: George N Hopkins
G. N. Hopkins Department Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the [illegible]

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT** | State: Oregon<br>County: Baker<br>Project No.: M-4860(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Birch St. in Baker

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 8-19-75 | 0.499 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-28-76 | 0.499 |
| OTHER *(Specify)* | | |

FUNDS Pro rata 85.74%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 168,018 | $ 144,056 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By Acting
Assistant State Highway Engineer
*(Title)*
By
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By For G. L. Green *(Division Administrator)*
Date executed by Division Administrator 9-15-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction. together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State. highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division
Salem, Oregon, September 2, 1976

Federal-aid Project
No. M-4860(1)

CAMPBELL ST.-AUBURN AVE. (BAKER) SECTION
FAU 4860, BIRCH STREET
BAKER COUNTY

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 8,000.00 |

Type Code 6105
Roadway (Sta. -0+33 to Sta. 25+99.7)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 4,000.00 |
| Temporary Signs | 75 sq.ft. | 10.00 | 750.00 |
| Temporary Barricades | 4 only | 100.00 | 400.00 |
| Flagmen | 40 hour | 16.00 | 640.00 |
| Class "B" or "C" Asphalt Concrete Mixture | 3,950 ton | 13.50 | 53,325.00 |
| Asphalt in Mixture | 260 ton | 95.00 | 24,700.00 |
| Concrete Curbs | 5,050 lin.ft. | 3.65 | 18,342.50 |
| | Subtotal | | $102,247.50 |
| | Engineering | | 10,224.50 |
| | Total | | $112,472.00 |

Grade and Lime Stabilization
City Force Order No. 1

| | | |
|---|---|---|
| Labor | All Required | $ 19,880.00 |
| Equipment | All Required | 12,077.00 |
| Material | All Required | 11,267.00 |
| | Subtotal | $ 43,224.00 |
| | Engineering | 4,322.00 |
| | Total | $ 47,546.00 |

Length of Project - - - - - - - 0.499 Mile
Cost of Roadway Per Mile- - - - $320,677.35

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | Other Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 8,000 | $ 6,858 | $ 571 | $ 571 |
| Paving (Contract) | 112,472 | 96,432 | 8,020 | 8,020 |
| Grade and Base (City Force) | 47,546 | 40,766 | 3,390 | 3,390 |
| Totals | $168,018 | $144,056 | $11,981 | $11,981 |

Group 1 - 100%
Contract No. 8401
Prefix No. 301-1088
Prefix No. 301-1937 P.E.

FAUS

July 30, 1976

George Hiatt
City Manager
City Hall
Baker, Oregon 97814

Dear Mr. Driver:

The Highway Division opened bids July 29, 1976 on the Campbell Street-Auburn Road (Baker) Section of Birch Street Urban System Project. One bid was received and it was submitted by Baker Redi-Mix, Inc. of Baker.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Contractor's Bid | $102,247.50 |
| Contingencies (4-1/2%) | 4,601.14 |
| Engineering (9%) | 9,202.28 |
| | $116,050.92 |
| Less Federal Share | 90,519.72 |
| Less State Share | 12,765.60 |
| County's Estimated Share | $ 12,765.60 |

Advance Deposit = $12,800.00

Please made your check in the amount of $12,800 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, P.O. Box 850, LaGrande 97850.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

FFH:dp

bc w/att: Roger Lang - Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of advance deposit notification No. AD-222 and submit to Finance Branch.

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

8161

Yellow
Baker

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

July 22, 1976

FILE:

Duane O. Christensen

**FROM:** Duane O. Christensen
Final Design Engineer

**SUBJECT:** Campbell St.-Auburn Ave. (Baker) Sec.
FAU 4860 (Birch Street)
Baker County

**TO:** P. F. Burnett
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

| | | | |
|---|---|---|---|
| 9077 | 00 | Mainline, Centerline | Progile Grade |
| | 01 | Mainline, Centerline | Subgrade |

Attachment

# LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: M-4860(1)

Campbell Ave - Auburn Ave

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator | PROGRAM NO.:<br>ITEM NO.: M-48 | COUNTY NAME: Baker<br>PROGRAM STAGE (Check) ☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO Rulien
FOR

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>7-7-76 | DATE AUTHORIZATION EFFECTIVE<br>7-7-76 | FEDERAL ROUTE NUMBER<br>FAU 4860<br>STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:

City of Baker

GENERAL DESCRIPTION OF WORK:

Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8-19-75 approved this project for inclusion in the Federal-aid program.

Mr. Rulien's 7-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 118,805 - Federal funds 92,893.

A signed copy of the Title sheet is returned herewith.

| | | |
|---|---|---|
| DATE<br>7-7-76 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>Division Administrator |

FORM PR-1240 (Rev. 6-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

6-9-76

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2 | Typical Section, Details & Summary |
| 3, 4 | Plan & Profile |
| | |
| | |

Temp. [illegible] & Direction of Traffic To Be In Spaces Only

STATE OF O

# STATE HIGHWA

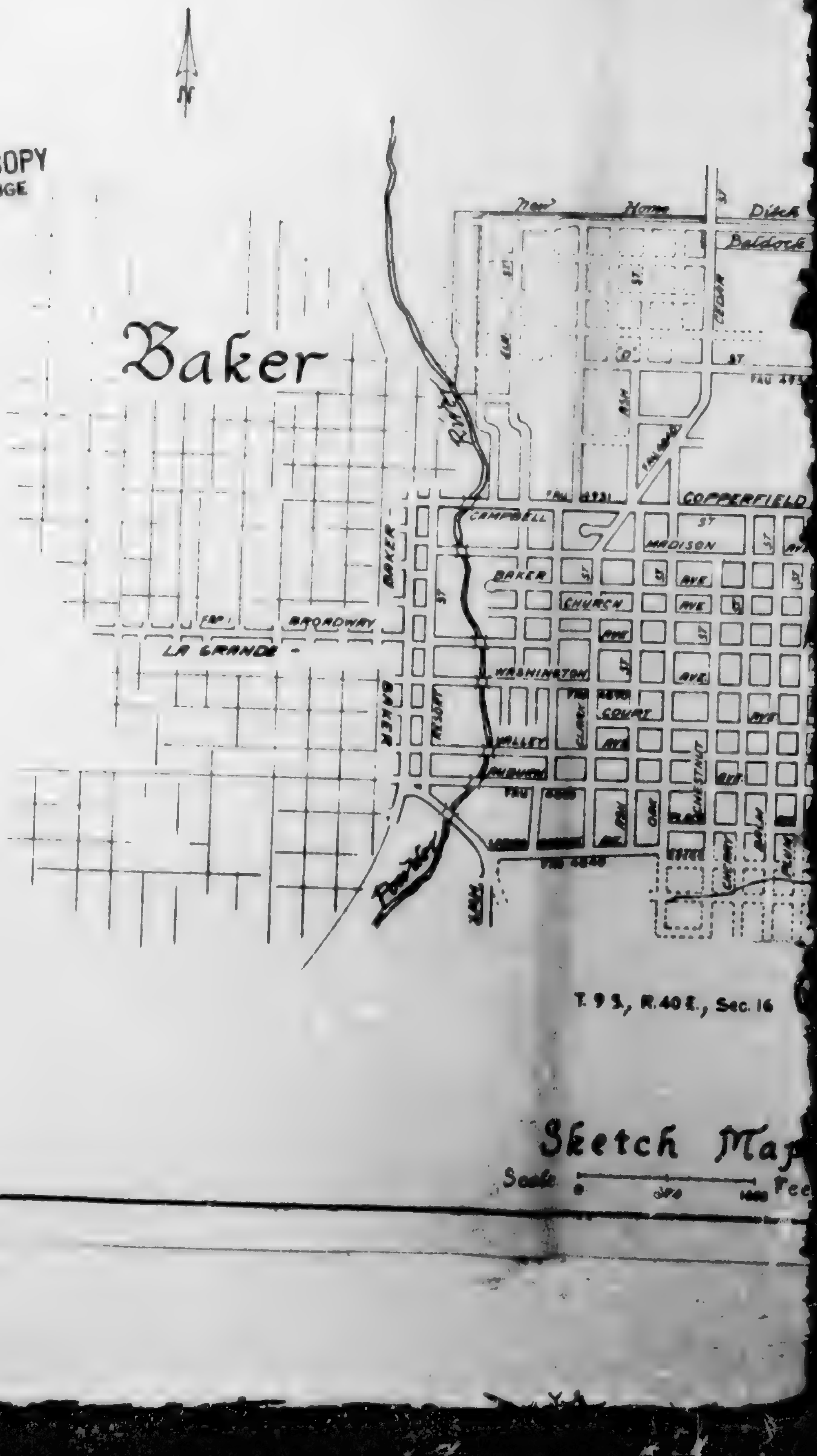
PLANS FOR PROPOS

# CAMPBELL ST. ~ AUB

## FAU 4860 (BIRC

BAKER COUN

PRELIMINARY COPY
SUBJECT TO CHANGE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Broadway
La Grande
Baker
Washington
Court
Valley
Auburn
Ave
Chestnut
Powder River
River
T. 9 S., R. 40 E., Sec. 16

Sketch Map
Scale 0 500 1000 Feet

STATE OF OREGON

# STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 27 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| CAMPBELL ST.~AUBUR<br>FAU 4860(BIRC<br>BAKER CO | | |
|---|---|---|
| FED ROAD Div. No. | STATE | |
| 10 | OREGON | |

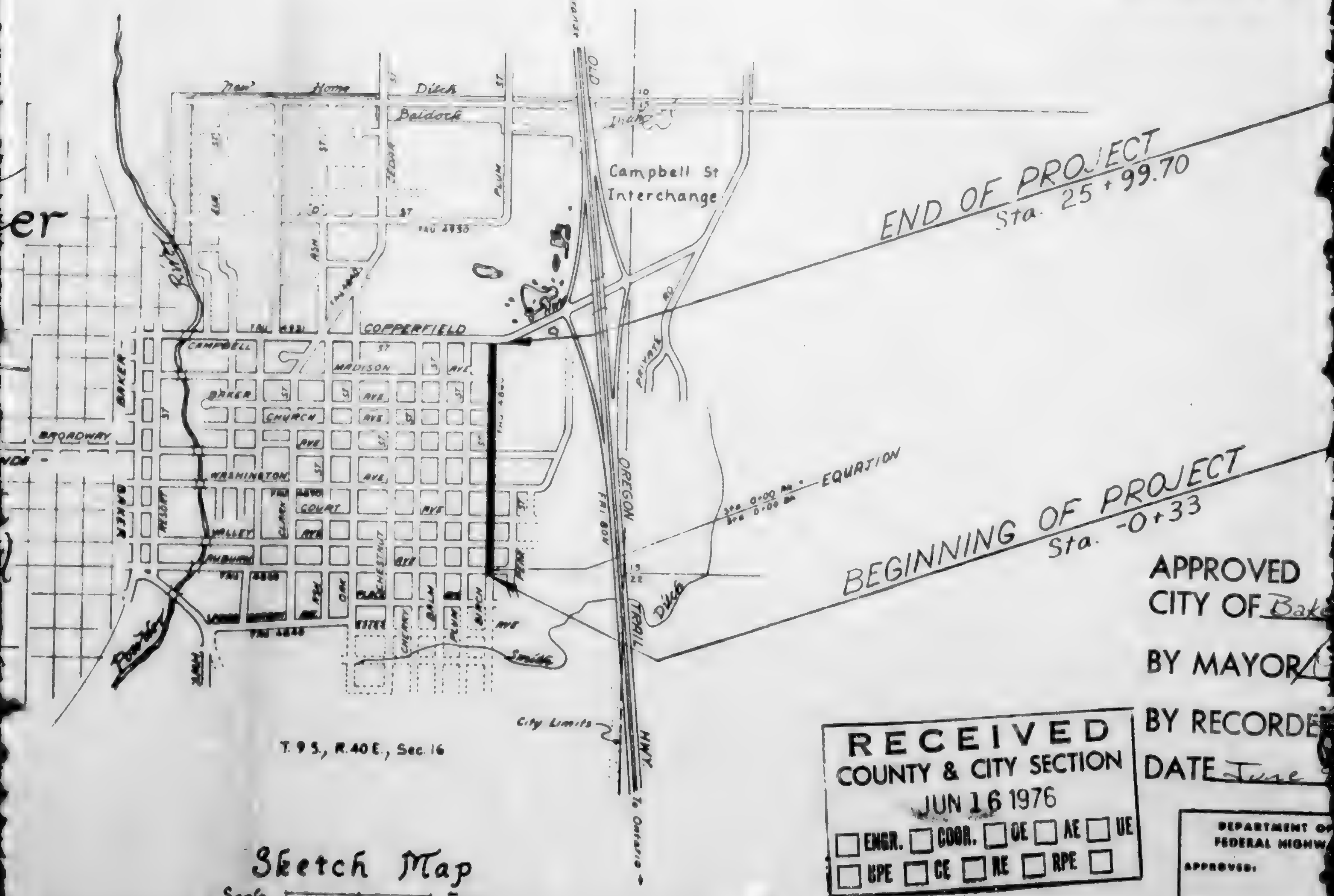
F

Astoria
Seaside
Tillamook
Portland
Hood Riv.
Salem
Albany
Waldport
Corvallis
Florence
Eugene
Bend
Reedsport
North Bend
Coquille
Coos Bay
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
O R E

# LL ST. ~ AUBURN AVE. (BAKER) SEC

## FAU 4860 (BIRCH STREET)

## BAKER COUNTY



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EQUATION
BEGINNING OF PROJECT
Sta. -0+33
City Limits
T. 9 S., R. 40 E., Sec. 16
To Ontario

Sketch Map

Scale 0 800 1600 Feet

APPROVED

CITY OF Bake

BY MAYOR

BY RECORDE

DATE June

RECEIVED
COUNTY & CITY SECTION
JUN 16 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ BPE ☐ CE ☐ RE ☐ RPE ☐

DEPARTMENT O
FEDERAL HIGHW

APPROVED:

DISTRICT ENG

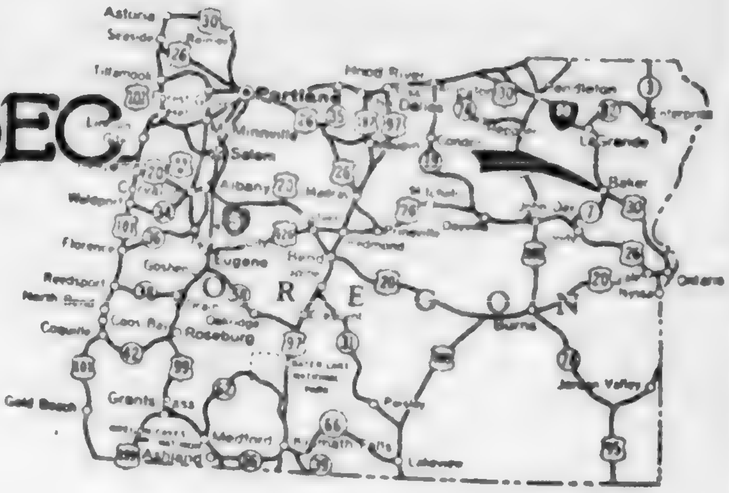
SION

PRELIMINARY COPY
MAY 27 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

| CAMPBELL ST.-AUBURN AVE(BAKER)SEC.<br>FAU 4860(BIRCH STREET)<br>BAKER COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

FAUS

VE.(BAKER) SEC


Astoria
Seaside
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Portland
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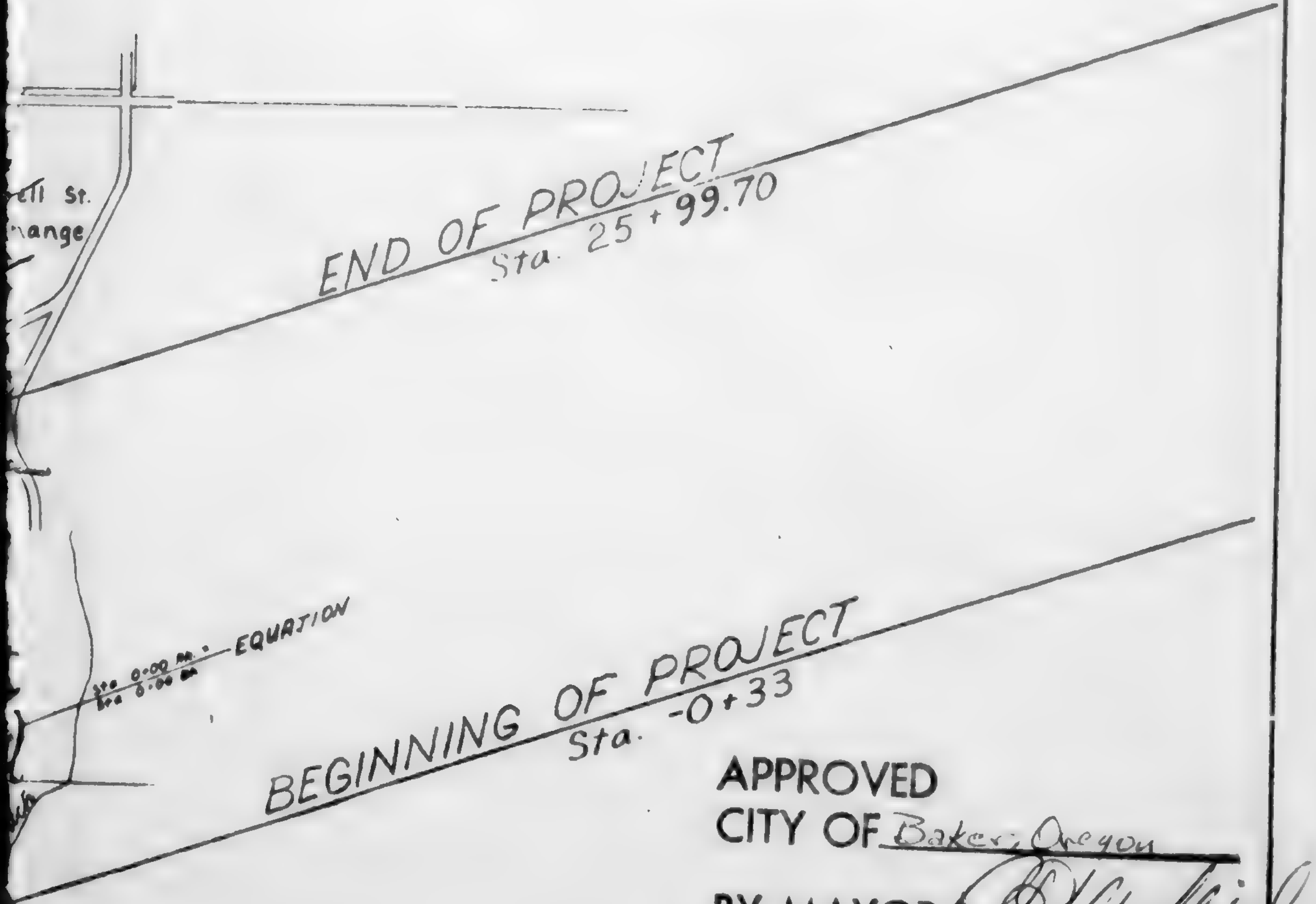
Pendleton
La Grande
Salem
Albany
Baker
Florence
Eugene
Reedsport
North Bend
Coquille
Roseburg
Burns
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
Ontario
O R E G O N


Campbell St.
Interchange
END OF PROJECT
Sta. 25+99.70
Sta. 0+00 Ah. = Sta. 0+00 Bk. EQUATION
BEGINNING OF PROJECT
Sta. -0+33

APPROVED
CITY OF Baker, Oregon
BY MAYOR
BY RECORDER
DATE June 9, 1976

RECEIVED
COUNTY & CITY SECTION
JUN 16 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

Baker

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE May 11, 1976

TO J. H. Versteeg ATT: Fred Eriksen
Road Design Engineer Design Team Supervisor

FROM P. F. Burnett
Resident Engineer

SUBJECT Birch Street (Baker)

Enclosed please find mylar drawing of City of Bakers standard curb, wheelchair ramp, etc. Please return this drawing to our office as soon as possible.

Checked with city designer on vertical curves. He advised that they didn't use vertical curves until algebraic difference in grades was between 1 & 2 percent. Depends on the length of tangent grade over one percent difference.

On the inlet grates you asked about, they have two designs - the one shown on typical drawing sheet - these slots are 8" X 1½". On the other grate which is approximately 12" X 20" the transverse bars are perpendicular to curb.

Also checked on side streets and all the streets you mentioned are unpaved (Auburn, Valley, Court and Washington). The only paved street is Broadway on the easterly side of Birch St. This pavement only 15' wide and this pavement pretty well broken up.

Also checked about manholes. Their standard practice to leave grate 6" low and bring to finish grade as top lift placed.

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 14 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
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U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-4860(1)

STATE PROJECT NO. Campbell Ave-Auburn Ave(Baker)

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-48

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '76
REFER TO
FOR
Info

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4/28/76

FEDERAL ROUTE NUMBER FAU Route 4860

STATE ROUTE NUMBER City Street

1976

GENERAL LOCATION:

City of Baker

GENERAL DESCRIPTION OF WORK:

Excavation, grading, and lime stabilizing of roadway section.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) at a total cost of $43,323.63, Federal funds $33,796.54.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8/19/75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/21/76 letter I concur that it is in the public interest to accomplish this work with City forces and you are authorized to proceed with the necessary work estimated to be $43,323.63, Federal funds $33,796.54.

PS&E documents, as represented by City Force Order dated 2/27/76 have been reviewed together with attachments and are hereby approved. A signed copy is returned herewith.

Preliminary Engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE '28/76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

R-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED
-70)

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

~~PRO 6-2~~

April 21, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Campbell Ave.-Auburn Ave. (Baker) Sect.
Project No. M-4860(1)
Baker County

We are forwarding six copies of City force order and typical section and requesting authorization for the city to proceed with the work as described on the order and in the accompanying correspondence. Reimbursement will be claimed on an actual cost basis in the amount of: Total cost - $43,323.63, Federal Funds - $33,796.54.

The order includes costs for excavation, grading and lime stabilizing the roadway section. It does not include other costs for work the city plans to do at their sole expense: Lower water mains to a 42" level; install all of the storm sewer including catch-basins and curb inlets. The curbs and paving are to be done by regular advertised state contract.

The city feels they are well qualified and have personnel with expertise to do superior construction work of this type at a lesser cost than can be received by contracting. Also, the city is now in the process of construction 1.96 miles of the same type of subgrade adjacent to this project making further economy possible on this project.

The State has allocated the City of Baker $175,000 to do this project. In order to get the job done and stay within the funds, the city must install all of the storm sewer and water mains. This creates a problem of coordinating the city work and contract work leaving the only logical place for stopping the city work at the top of the lime stabilized subgrade where there is a neat-section and an economical place for the contractor to start the curb and paving work.

For these reasons, along with the attached supporting correspondence, we feel it is in the public interest to proceed with the work as outlined above.

DAR:ljt

Att.

cc: J. H. Versteeg
C. T. Keasey
P. F. Burnett
R. C. Lang
D. O. Christenson
D. E. Swan

faus
Baker Co

# BIRCH STREET (BAKER)

## CITY STREET FAUS 4860

## BAKER COUNTY PREFIX 301-1937

## NARRATIVE REPORT OF SURVEY

This survey was started on November 25, 1975. The City of Baker had done considerable work on this proposed project earlier so data the city had compiled was checked over. Since the city had prepared plans and profile sheets for all proposed construction, copies of these were secured from the city.

We planned to use these copies of mapping for submittal of project rather than spend the time duplicating this work. These plan sheets were on different scales so checked on a later date with design office regarding the use of this material. The design office advised that they could use plan sheets as prepared. No mapping was prepared in this office. Necessary additional information was placed on the plan sheets prepared by City of Baker.

There was a minimum amount of field work performed on this survey. Some of the monuments at street intersections were exposed so angles in Birch Street centerline as well as angles to intersecting streets could be obtained. Baker City crew had turned some angles. Wherever possible field notes made up by the Baker City engineering crew were used.

City crews had also taken some cross sections. These were plotted for figuring grading quantities.

Unit prices were obtained from Cliff Layton, Cost Analyst, by telephone on Wednesday January 28, 1976.

Two cost estimates were made up for this project. One estimate includes Clearing, grubbing, grading & lime stabilization. These are items of work the City of Baker plans to do with their forces. Also, in addition to items shown, the City of Baker plans to upgrade existing water mains and construct a storm sewer along this route, construct driveways and wheel chair ramps.

In discussing wheel chair ramps with City of Baker personnel, question the construction of wheel chair ramps where there isn't an existing sidewalk. Our thought on this was to leave depressed curb so wheel chair ramps could be constructed at a later date in conjunction with sidewalk construction.

The City of Baker has requested by letter to perform the excavation, lime stabilization and storm sewer construction.

Since the city plans to incorporate this street reconstruction into an improvement district adjacent to this area would recommend that the city do the items of work they have made request to do.

RECEIVED
COUNTY & CITY SECTION
MAR 25 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

The city has done quite a bit of lime stabilization work and has the specialized equipment needed to perform this work. I am sure there can be quite a savings in cost by the city doing this work, particularly where the work is done in conjunction with some 1.96 miles of street reconstruction in this same area.

The city would like a statement incorporated in special provisions that the city would specify, during construction, the location of curb cuts for driveways and wheel chair ramps.

Some spot checks were made on location of existing water lines by city crews and these lines were 33 inches to 34½ inches below proposed finished grade. The City of Baker designs water lines to a minimum depth of 42 inches for frost penetration, so these lines would require adjustment for sufficient cover.

P. F. Burnett
Resident Engineer

BIRCH STREET (BAKER)

CITY STREET FAUS 4860

BAKER COUNTY PREFIX 301-1937

ESTIMATE OF COSTS #1042 (including proposed City Work)

| ITEMS | UNIT | UNIT COSTS | AMOUNT | COST |
|---|---|---|---|---|
| Mobilization | Lump Sum | $7,621.15 | | $ 7,621.15 |
| Clearing & Grubbing(Including 16 Trees) | Lump Sum | 1,200.00 | | 1,200.00 |
| Temporary Protection & Direction of Traffic | Lump Sum | 2,800.00 | | 2,800.00 |
| Temporary Signing | Sq. Ft. | 9.50 | 172.5 | 1,638.75 |
| Temporary Barricades(8' Type I Barricades) | Each | 86.00 | 56 | 4,816.00 |
| Street Signs Removed & Replaced | Each | 50.00 | 14 | 700.00 |
| Excavation | Cu. Yds. | 3.00 | 3,882 | 11,646.00 |
| Quick Lime | Tons | 75.00 | 250 | 18,750.00 |
| Lime Stabilization | Sq. Yds. | 0.75 | 14,729 | 11,046.75 |
| Curb & Gutter | Lin. Ft. | 3.50 | 4,950 | 17,325.00 |
| Embankment in Place | Cu. Yds. | 5.00 | 250 | 1,250.00 |
| Asphaltic Concrete Mix | Tons | 15.00 | 3,530 | 52,950.00 |
| Asphaltic Cement in Mix | Tons | 85.00 | 242 | 20,570.00 |
| Asphaltic Seal | Sq. Yds. | 0.60 | 12,884 | 7,730.40 |
| SUBTOTAL | | | | $160,044.05 |
| ENGINEERING & CONTINGENCIES | $160,044.05 @ 20 % = | | | 32,008.81 |
| TOTAL | | | | $192,052.86 |

This cost estimate includes items that City of Baker plans to do.

## BIRCH STREET (BAKER)

## CITY STREET FAUS 4860

## BAKER COUNTY PREFIX 301-1937

ESTIMATE OF COSTS #2092 (excluding proposed City Work

| ITEM | UNIT | UNIT COSTS | AMOUNT | COST |
|---|---|---|---|---|
| Mobilization | Lump Sum | $ 5,454.00 | | $ 5,454.00 |
| Temporary Protection & Direction of Traffic | Lump Sum | 2,800.00 | | 2,800.00 |
| Temporary Signing | Sq. Ft. | 9.50 | 172.5 | 1,638.75 |
| Temporary Barricades(8'Type I Barricades) | Each | 86.00 | 56 | 4,816.00 |
| Curb & Gutter | Lin. Ft. | 3.50 | 4,950 | 17,325.00 |
| Embankment in Place | Cu. Yds. | 5.00 | 250 | 1,250.00 |
| Asphaltic Concrete Mix | Tons | 15.00 | 3,530 | 52,950.00 |
| Asphaltic Cement in Mix | Tons | 85.00 | 242 | 20,570.00 |
| Asphaltic Seal | Sq. Yds. | 0.60 | 12,884 | 7,730.40 |
| SUBTOTAL | | | | $114,534.15 |
| ENGINEERING & CONTINGENCIES | $114,534.15 | @ 20 % = | | 22,906.83 |
| TOTAL | | | | $137,440.98 |

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. ________
Project Name Campbell Ave - Auburn Ave. Sec.
Birch Street, FAU 4860

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

or

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 19th day of March, 19__

City of Baker

________________
Mayor

________________
City Recorder

3-30-76
COPIES TO: J.R. OAKES
D.E. SWAN
C.T. KEASEY
J. CHIDSEY

RECEIVED
COUNTY & CITY SECTION
MAR 26 1976
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
State Highway Building, R[illegible] 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. ______
Project Name Campbell Ave - Auburn Ave. Sec.
Birch Street, FAU 4860

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

or

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 19th day of March, 19__

City of Baker

RECEIVED
COUNTY & CITY SECTION
MAR [illegible] 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

______________________
Mayor

Campbell
______________________
City Recorder

Instructions: Complete A or B and C.
R/W File No.__________
Rev. 1/76

[illegible]
Baker

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 2, 1976

FILE: M-4860(1)

FROM: R. C. Lang
Regional Federal Aid Engineer

RC Lang

TO: Richard Unrien
Urban Engineer
County-City Unit

SALEM

SUBJECT: City Force Order
FAU 4860, Birch Street
Auburn St.-Campbell St. Section
Baker

Attached is a city force order and letters of justification received from the city of Baker concerning the above subject project.

It is apparent the city is well equipped to perform the excavation and lime stabilization. The equipment and laboratory facilities are modern and up-to-date (a hell of a lot better than what we have in the field).

Also, it is apparent the residents of the area could be subjected to much inconvenience if the force order is not approved, as the city will be performing storm sewer and lime stabilization on 1.96 miles of streets adjacent to the project. It appears the request would be in the public interest.

The city is ready to order materials for the storm sewer and water line adjustments, but does not wish to commit themselves until they are sure if the project will go.

Your approval is recommended.

Please advise if you need further information. The project should be submitted to the Location Section in the next few days.

3-25-76
Force Order to
construction
HEJ.

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COUNTY & CITY SECTION
MAR 4 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

RCL:je
Attachments

cc: George Hiatt
cc: D.E. Swan

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

January 12, 1976

RECEIVED
COUNTY & CITY SECTION
MAR 4 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JAN 13 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. Roger Lang
Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon

Re: Request for Use of City Forces to Construct a Portion of FAU Route 4860 (Birch Street), Auburn Street - Campbell Street Section; Lime-Stabilized Base

Dear Roger:

The City of Baker has found the method of lime-stabilization to be an excellent means of providing adequate base for its city streets.

In pursuit of the 10-year street improvement program it has been determined that local (area wide) contractors are not interested in providing equipment and facilities necessary to assure the quality control required to furnish lime-stabilized bases. As a result the City has purchased application equipment, purchased equipment for a complete soils lab and have trained personnel to apply and analyze lime stabilization to street bases.

Since 1967 to this date 15.25 miles of streets have been constructed in the City using City owned equipment and personnel with no failures.

During 1976 the City has programmed 1.96 miles of street reconstruction in the same area as the proposed FAU project and will be performing excavation and lime-stabilization prior to application of contract curbing and asphaltic-concrete surfacing.

Also because of unique foundation problems encountered the City has installed storm sewers and catch basins by use of their own forces. Water systems (city owned) will conflict with the construction and will necessitate adjustment.

In order to obtain the best possible bid on concrete curbs and surfacing items the City wishes to have the Birch Street project advertised for bids at the same time.

Mr. Roger Lang
Page -2-

It is requested that the City be allowed to perform the lime-stabilization, excavation and related storm sewer work on the FAU (Birch Street) project so that construction may proceed in an orderly manner.

The preliminary cost estimate using City labor, equipment and furnishing all required material is as follows:

PRELIMINARY ESTIMATE OF QUANTITIES AND COSTS

| | | | |
|---|---|---|---|
| Excavation | 2633 L. Ft. | @ $ 4.55 | = $11,980.15 |
| Quick Lime | 185 Ton | @ $55.00 | = $10,175.00 |
| Stabilization | 2633 L. Ft. | @ $ 3.30 | = $ 8,688.90 |
| Backfill | 2633 L. Ft. | @ $ 2.20 | = $ 5,792.60 |
| Engineering | | @ 15% | = $ 5,495.49 |
| Seal | 2950 gal | @ .37 | 1,091.50 |
| | | TOTAL | ~~$42,132.14~~<br>$43,223.64 |

Your favorable consideration will result in the timely completion of this project with the least possible inconvenience to the local residents of the area.

Sincerely yours,

James L Adamson

James L. Adamson
Director of Public Works

JLA:kjw

cy P.F. Burnett
1-27-76

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

☐ RE ☐ RCE ☐ RBE ☒ RME
☐ ROE FEB 2~~8~~7 1976
☐ RDE RECEIVED REGIONAL OFFICE ☐

February 26, 1976

Mr. Roger Lang
Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon 97850

Re: Request and Preliminary estimates of quantities to construct a portion of FAU route 4860 (Birch Street), Auburn Street - Campbell Street section using city forces and equipment.

Dear Roger:

Please find enclosed copies of the estimated costs for the construction of Birch Street.

If this project is to be done this year it will be necessary to have the project confirmed as soon as possible to allow the city and the Public Utilities time to do related work that must be done before the project itself can be started. The following time should be allowed:

1. Three weeks to order water and storm sewer material.
2. Six weeks to install water and storm sewer mains.
3. Four weeks to stub out water and sewer service from beneath paving.
4. Four weeks to excavate and stabilize Birch Street. (This is assuming the city is allowed to do this work with city forces).

As we discussed when you was in my office, the city would like project participation on the installation of the storm sewer if any of the authorized $175,000 is left over from the project as proposed.

If I can be of any further assistance, please contact me.

Sincerely,

James L Adamson (DL)

James L. Adamson
Director of Public Works

JLA:clp

Enclosures
Copy: Frank Burnett

cy Region

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COUNTY & CITY SECTION
MAR 4 - 1976
☐ ENGR. ☐ COOR. ☐ ME ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ DPE ☐

(Form ER-2a)

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE MAR 1 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

ORDER FOR FORCE WORK
PERFORMED BY CITY FORCES

**Order No.** 1

**F. A. Project No.** ____________ **Date** February 27, 19 76

**Highway** FAU Route 4860 Birch Street (Auburn St. - Campbell St. Sec.)

CITY Baker **Prefix** ____________ **Account No.** ____________

**Description of Work To Be Done:**

Excavate, grade and lime stabilize in preparation for paving and curbing contract.

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☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**Location:** Sta. to Sta. or MP. to MP.

**Estimate of Quantities and Costs:**

PRELIMINARY ESTIMATE OF QUANTITIES AND COSTS

| | | | | |
|---|---|---|---|---|
| Excavation | 2633 L. Ft. | @ | $ 4.55 = | $11,980.15 |
| Quick Lime | 185 Ton | @ | $55.00 = | $10,175.00 |
| Stabilization | 2633 L. Ft. | @ | $ 3.30 = | $ 8,688.90 |
| Backfill of Curb | 2633 L. Ft. | @ | $ 2.20 = | $ 5,792.60 |
| Engineering | | @ | 15% = | $ 5,495.49 |
| Seal (Med Dust Oil) | 2950 Gal. | @ | $ .37 = | $ 1,091.50 |
| | | TOTAL | | $43,223.64 |

**Explanation:**

As defined in letter of January 12, 1976.

No additional personnel or equipment will be required to perform the work.

**Submitted by:** ____________ **Approved:** ____________

LIST CITY EQUIPMENT

| Hrly. Rate | Equipment Rental | | Excavation | | Stabilization | | Backfill | |
|---|---|---|---|---|---|---|---|---|
| | | | Hrs. | Rate | Hrs. | Rate | Hrs. | Rate |
| $ 7.75 | R-5 | Educator | | | 46 | $ 356.50 | | |
| $12.70 | R-6 | Hyster 500 C | | | 29 | $ 368.30 | | |
| $45.00 | R-8 | Seamon Stabilizer | | | 46 | $2,070.00 | | |
| $ 9.25 | R-17 | 2½ Yd. Loader | 112 | $ 1,036.00 | 46 | $ 425.50 | 39 | $ 360.75 |
| $ 5.00 | R-19 | Wacker Rammer | | | 11½ | $ 57.50 | | |
| $ 5.75 | R-26 | 10 Yd. Dump | 112 | $ 644.00 | 34½ | $ 198.38 | | |
| $ 5.75 | R-27 | 10 Yd. Dump | 112 | $ 644.00 | 34½ | $ 198.38 | | |
| $ 7.25 | R-80 | 10 Yd. Dump | 112 | $ 812.00 | 34½ | $ 250.13 | | |
| $ 4.50 | R-73 | 7 Yd. Dump | | | | | 26 | $ 117.00 |
| $10.00 | R-64 | Oil Distributor | | | 8½ | $ 85.00 | | |
| $ 5.50 | R-70 | Conveyor Truck | | | | | 183 | $ 1,006.50 |
| $12.00 | R-77 | D6C Cat with Ripper and Dozer | 84 | $ 1,008.00 | | | | |
| $10.00 | R-32 | 440 LW Grader | 140 | $ 1,400.00 | 57½ | $ 575.00 | | |
| $ 6.20 | R-24 | Ford Backhoe | | | 8½ | $ 52.70 | 39 | $ 241.80 |
| $10.00 | R-65 | Lime Spreader | | | 17 | $ 170.00 | | |
| | TOTAL EQUIPMENT RENTAL | | | $ 5,544.00 | | $4,807.39 | | $ 1,726.05 |

LIST CITY LABOR

| Hrly. Rate | Labor Cost | Excavation | | Stabilization | | Backfill | |
|---|---|---|---|---|---|---|---|
| | | Hrs. | Rate | Hrs. | Rate | Hrs. | Rate |
| $ 8.22 | Foreman | 154 | $ 1,265.88 | 63 | $ 517.86 | 36½ | $ 300.03 |
| $ 7.85 | Equipment Oper. II | 336 | $ 2,637.60 | 18 | $1,420.85 | 62½ | $ 490.63 |
| $ 7.02 | Equipment Oper. I | 112 | $ 786.24 | 8½ | $ 59.67 | | |
| $ 6.53 | Utility Worker II | 267 | $ 1,743.51 | 287½ | $1,877.38 | 502½ | $ 3,281.33 |
| | TOTAL LABOR COST | | $ 6,433.23 | | $3,875.76 | | $ 4,071.99 |
| | * Fringe Benefits Included | | | | | | |
| | TOTAL ESTIMATED COST | | $11,977.23 | | $8,683.15 | | $ 5,798.04 |

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☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
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☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE MAR 1 1976 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

## CITY OF BAKER
## EQUIPMENT & VEHICLES

JULY 1, 1975

| No. | DESCRIPTION | OPER. | REPL. | TOTAL | LIC. # | PRIN. USE |
|---|---|---|---|---|---|---|
| 5 | 1970 A. LaFr. Fire Pumper | | | | N L | Fire |
| 6 | 1959 A. LaFr. Fire Pumper | | | | NR50 | Fire |
| 7 | 1950 Pirsch Ladder Truck | | | | N L | Fire |
| 8 | 1965 A. LaFr. Fire Pumper | | | | N L | Fire |
| 9 | 1940 Pirsch Fire Pumper | | | | E51611 | Fire |
| 11 | 1974 Dodge Medicruiser Amb. | | | | | Fire |
| 12 | 1964 Cad. Ambulance | | | | E6454 0 | Fire |
| 14 | 1969 Cad. Ambulance | | | | 101635 | Fire |
| 14 | 1951 Inter. ½-Ton Pickup | | | | E94[illegible]7 | Golf |
| 15 | Schramm Compressor | | | | N L | Street |
| 20 | Roseman Gang Mower | | | | N L | Golf |
| 31 | Schramm Welder | | | | N L | Street |
| 48 | Ryan Deluxe | | | | N L | Golf |
| | EQUIPMENT RENTALS | | | | | |
| R-1 | 1971 Dodge Pickup | $ 74.00/M | 31.00/M | 105.00/M | E108953 | Street |
| R-2 | 1961 Ford Panel | $ 61.50/M | 10.00/M | 71.50/M | E40579 | Engineers |
| R-3 | Manager's '71 Pontiac Sdn. | $ 80.00/M | 35.00/M | 115.00/M | 107562 | General |
| R-4 | Backhoe, Bucyrus Erie | $ 7.70/H | 4.50/H | 12.20/H | | All |
| R-5 | 1963 Ford Eductor | $ 6.00/H | 1.75/H | 7.75/H | E90551 | Street |
| R-6 | Hyster C 500 Compactor | $ 7.70/H | 5.00/H | 12.70/H | N L | Street |
| R-7 | Ford Pickup | $ 55.00/M | 15.00/M | 70.00/M | E94544 | Street |
| R-8 | Seamon Stabilizer | $ 35.00/H | 10.00/H | 45.00/H | | All |
| R-9 | 1974 Inter. ½-Ton Pickup | $ 54.00/M | 25.00/M | 79.00/M | | Street |
| R-10 | 1974 LaMons Pontiac | $ 49.00/M | 25.00/M | 74.00/M | E1089436 | Fire |
| R-11 | John Bean Sewer Cleaner | $ 4.55/H | 2.00/H | 6.55/H | E36633 | Sewer |
| R-12 | 1960 Dodge Pipe Truck | $ 2.50/H | 1.00/H | 3.50/H | E36634 | All |
| R-13 | Paint Striper Machine | $ 1.50/H | .50/H | 2.00/H | N L | All |
| R-14 | Ford Street Flusher | $ 4.90/H | 3.00/H | 7.90/H | | All |
| R-15 | Ford Tractor/Loader Backhoe, 3500 | $ 3.50/H | 2.00/H | 5.50/H | | All |
| R-16 | Layton Paver | $ 7.00/H | 3.00/H | 10.00/H | | Street |
| R-17 | Terex Loader | $ 5.75/H | 3.50/H | 9.25/H | E1075558 | All |
| R-18 | Ditch Witch Trencher | $ 3.50/H | 1.50/H | 5.00/H | N L | All |
| R-19 | Wacker Rammer (23430194) | $ 3.50/H | 1.50/H | 5.00/H | | All |
| R-20 | Lime Conveyor | $ 1.10/H | .75/H | 1.85/H | Yearly | |
| R-21 | RayGo Romper Roller | $ 3.30/H | 1.75/H | 5.05/H | L9531 | All |
| R-23 | 1970 Dodge Van | $ 54.00/M | 25.00/M | 79.00/M | E107560 | Engineers |
| R-24 | Backhoe, 4500 Ford | $ 4.20/H | 2.00/H | 6.20/H | | All |
| R-25 | Ingersoll-Rand Compressor | $ 2.50/H | 1.00/H | 3.50/H | E48160 | Water |
| R-26 | 1963 Ford Dump Truck | $ 4.00/H | 1.75/H | 5.75/H | E90556 | Street |
| R-27 | 1963 Ford Dump Truck | $ 4.00/H | 1.75/H | 5.75/H | E90557 | Street |
| R-28 | Rex Pump | $ 17.50/M | 12.50/M | 30.00/M | E45987 | Water |
| R-29 | LeRoi Compressor | $ 25.00/M | 10.00/M | 35.00/M | E45984 | Cemetery |

| No. | DESCRIPTION | OPER. | REPL. | TOTAL | LIC. # | PRIN. USE |
|---|---|---|---|---|---|---|
| R-30 | | | | | | |
| R-32 | L-W-44-4H Grader | $ 7.00/H | 3.00/H | 10.00/H | N L | All |
| R-35 | International Pickup | $ 73.50/M | 40.00/M | 113.50/M | E111960 | Water |
| R-36 | Essick Vibratory Roller | $ 2.45/H | 1.25/H | 3.70/H | N L | Street |
| R-37 | Gorman Rupp Pump (Trash) | $ 21.00/M | 9.00/M | 30.00/M | N L | Water |
| R-38 | | | | | | |
| R-39 | | | | | | |
| R-40 | Bros. Sno-Flyer Plow | $ 12.00/H | 2.50/H | 14.50/H | N L | Street |
| R-41 | Good Roads Snow Plow | $ 80.00/YR | 120.00/YR | 200.00/YR | N L | Street |
| R-42 | Rear Spray Rig | $ 2.75/H | 1.00/H | 3.75/H | P087718 | Cemetery |
| R-43 | Ingersoll Rand Rev. Drill | $ 14.00/M | 10.00/M | 24.00/M | N L | Water |
| R-44 | 1968 Ford Sedan | $ 66.50/M | 30.00/M | 96.50/M | E46364 | Inspection |
| R-45 | 1974 Elgin White Wing Sweeper | $ 6.30/H | 3.50/H | 9.80/H | | Streets |
| R-46 | J. D. Loader Tractor | $ 3.85/H | 2.50/H | 6.35/H | N L | All |
| R-47 | Case Tractor Backhoe | $ 3.30/H | 2.50/H | 5.80/H | | Cemetery |
| R-48 | 1966 GMC ½-Ton Pickup | $ 55.00/M | 20.00/M | 75.00/M | E40572 | Cemetery |
| R-50 | Flexible Bucket Machine | $ 2.80/H | 4.30/H | 7.10/H | N L | Street |
| R-51 | GMC ½-Ton Pickup | $ 55.00/M | 20,00/M | 75.00/M | E40571 | Water |
| R-52 | Flat Bed 1½-Ton | $ 2.50/H | 1.00/H | 3.50/H | E40570 | All |
| R-53 | International Pickup | $ 73.50/M | 40.00/M | 113.50/M | E111959 | Street |
| R-54 | GMC 1-Ton Dump Truck | $ 57.50/M | 30.00/M | 87.50/M | E40576 | Cemetery |
| R-55 | | | | | | |
| R-56 | '67 Ford Truck, 2-T Dump | $ 2.50/H | 1.00/H | 3.50/H | E43122 | All |
| R-57 | McCullough Chain Saw (Mac-60) | $ 1.25/H | .50/H | 1.75/H | | All |
| R-58 | 1971 Dodge Pickup | $ 55.00/M | 25.00/M | 80.00/M | E109851 | Water |
| R-59 | '67 Chev. 1-T Dump Truck | $ 1.95/H | 1.00/H | 2.95/H | E47207 | All |
| R-60 | '67 Chev. ½-T Pickup | $ 49.00/M | 25.00/M | 74.00/M | E43125 | Fire |
| R-61 | '67 Chev. 1½-T Dump Truck | $ 2.10/H | 1.00/H | 3.10/H | E47208 | All |
| R-62 | Case Backhoe | $ 4.90/H | 3.00/H | 7.90/H | | All |
| R-63 | | | | | | |
| R-64 | Reo Truck w/ Oil Distr. | $ 5.50/H | 4.50/H | 10.00/H | E47213 | Street |
| R-65 | Good Roads Spreader | $ 4.90/H | 2.10/H | 7.00/H | N L | Street |
| R-66 | Cement Spreader (Lime) | $ 8.40/H | 4.00/H | 12.40/H | N L | Street |
| R-67 | 1956 Ford Truck, Cement | $ 3.90/H | 1.75/H | 5.65/H | E47080 | All |
| R-68 | 1963 Dodge Ladder Truck | $ 4.65/H | 3.25/H | 7.90/H | E46374 | All |
| R-69 | Storo Concrete Saw | $ 12.50/H | 2.00/H | 14.50/H | N L | Street |
| R-70 | '64 Spreader Truck, Inter. | $ 4.00/H | 1.50/H | 5.50/H | E47033 | Street |
| R-71 | Baker Fork Lift | $ 42.00/M | 30.00/M | 72.00/M | | Water |
| R-72 | Wacker Rammer Compactor | $ 3.50/H | 1.50/H | 5.00/H | N L | Street |
| R-73 | 1969 Dump Truck | $ 3.00/H | 1.50/H | 4.50/H | E101634 | All |
| R-74 | McCullough Chain Saw (Mac-6) | $ 1.25/H | .50/H | 1.75/H | | All |
| R-75 | Stump Cutter | $ 4.75/H | 3.00/H | 7.75/H | N L | Street |
| R-76 | Tank Trailer w/Trash Pump | $ 21.00/M | 15.00/M | 36.00/M | N L | Sewer |
| R-77 | D C 6 Cat | $ 7.70/H | 4.30/H | 12.00/H | N L | All |
| R-78 | Topeka Mower | $ 4.75/H | 2.50/H | 7.25/H | N L | Street |
| R-79 | 4 x 4 Dodge '71 Pickup | $ 95.00/M | 35.00/M | 130.00/M | E107565 | Water |
| R-80 | 10 Yd. Dump Truck, 1971 | $ 4.50/H | 2.75/H | 7.25/H | E108954 | All |

| No. | DESCRIPTION | OPER. | REPL. | TOTAL | LIC. # | PRIN. USE |
|---|---|---|---|---|---|---|
| R-81 | 1-Ton Inter. Service Truck | $ 73.50/M | 40.00/M | 113.50/M | E108952 | Water |
| R-82 | | | | | | |
| R-83 | Gravely Mower | $ 1.90/H | 1.00/H | 2.90/H | | Cemetery |
| R-84 | Gravely Mower | $ 1.90/H | 1.00/H | 2.90/H | | Cemetery |
| R-85 | Jacobson Mower (Park) | $ 1.90/H | 1.00/H | 2.90/H | | Park |
| R-86 | Cushman Snowmobile | $ 20.00/M | 40.00/M | 60.00/M | | Water |
| R-87 | Inter. Service Truck | $ 73.50/M | 40.00/M | 113.50/M | E111963 | Water |
| R-88 | Gravely Mower | $ 1.90/H | 1.00/H | 2.90/H | | Cemetery |
| R-89 | Jenkins TR48 Sweepster | $ 1.90/H | 1.00/H | 2.90/H | | Cemetery |
| R-90 | Gravely Mower | $ 1.90/H | 1.00/H | 2.90/H | | Cemetery |
| R-91 | Wacker Rammer | $ 3.50/H | 1.50/H | 5.00/H | N L | Street |
| R-92 | 30" Gravely Mower | $ 1.90/H | 1.00/H | 2.90/H | | Cemetery |
| R-93 | New 60" Hustler Mower | $ 2.80/H | 1.20/H | 4.00/H | | Cemetery |

R-L5000 Magnetic Computor

$124.00--General 40%
$186.00--Water 60%

To

Mr. Roger Lang

Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon 97850

From

City of Baker
P.O. Box 650
Baker, Oregon 97814

Attention of
Mr. Roger Lang

Subject
Equipment Rental Schedule for Birch Street

Date
2/27/76

FOLD > MESSAGE

Enclosed is a copy of Equipment Rental Schedule in case any additional equipment is used on Birch Street, please realize this is only in effect to July 1, 1976.

Thank you,

Dorrell Spence

Signed Dorrell Spence Date 2/27/76

REPLY

FOLD >

Signed

Date

SENDER – Keep Pink part. Send White and Yellow parts intact.

REPLY-A-GRAM

RECIPIENT – Detach Stub. Keep White part. Return Yellow part.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVA[illegible]ND/OR AUTHORIZATION

FAU
Baker

FEDERAL AID PROJECT NO.
M-4860(1)

[illegible] PROJECT NO.
Campbell Street - Auburn Ave. (Baker) Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-48

COUNTY NAME
Baker

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
August 19, 1975

FEDERAL ROUTE NUMBER
FAU Route 4860

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
City of Baker

GENERAL DESCRIPTION OF WORK:
Urban System - Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of August 19, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's August 8, 1975 letter you are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval including utility preparatory work at a total estimated cost of $10,000.00 - federal funds W32 $7,800.00.

RECEIVED
COUNTY & CITY SECTION
AUG 20 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ● UC
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

X

DATE
8-19-75

SIGNATURE OF APPROVING OFFICIAL
C R Burghardt for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8-19-75

BY (Signature): L. W. Rulien's August 8, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

| ITEM NOS. 38 THRU | | ITEM NOS. THRU | | FEDERAL FUNDS ** | OTHER IDENTIFICATION AND/OR REMARKS (State) | |
|---|---|---|---|---|---|---|
| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | | Location | Work |
| 38 | M-4860(1) | 0.5 | 175,000 | 136,800 | Campbell St.-Auburn Ave. (Baker) Section. Baker County - State of Oregon | Preliminary Engineering Grade, Drain, high type pavement including utility preparatory work. |

REMARKS (Division)

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 8-19-75 | C. K. Burghardt<br>for G. L. Green, Division Administrator |

* Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067;

U.S.

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

LY TRANSACTION NO.

DATE SUBMITTED TO E. O. 8-8-75

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) 1 (20) | PROJECT LOCATION (35 typewriter spaces)<br>21 City St. Birch St. in Baker 65 | ADT | PRESENT<br>350 | FUTURE<br>(66) 550 (70) | YEAR<br>(71) 95 (72) | REGION<br>10 |

STATE NAME: Oregon

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E. Gr. Dr. H.T. Pave 62 | NATL. FOREST<br>(63) (65) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER — PREFIX LETTER(S)<br>14 M- 23 | NUMBER<br>4860 |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Baker | |
| | NAME OF URBAN AREA<br>17-31 Baker | ROUTE NO. U | FEDERAL-AID 4860 — STATE City St. — U.S. |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 14-15 | 16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | PE | | City Street Birch St. in Baker | 0.5 | 10,000 | 7,800 | 1,100 | 1,100 (City) |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) 6201 | | "Campbell St. - Auburn Ave. (Baker) Section" | 0.5 | 165,000 | 129,000 | 18,000 | 18,000 (City) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.5 | 175,000 | 136,800 | 19,100 | 19,100 (City) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (29) | REMARKS | |

AUG 19 1975

FHWA OREGON DIVISION

Budget Bureau No. 41-R[illegible]; Approval [illegible]
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

8-8-75

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| (for spaces)<br>in Baker | ADT | PRESENT<br>350 | FUTURE<br>550 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | [illegible]<br>032 | [illegible]<br>49 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) M- / NUMBER 4860 / SEC. NO. (1) |

| | | | |
|---|---|---|---|
| ystem | COUNTY NAME<br>Baker | CODE<br>003 | PROGRAM STAGE<br>☐ 1 OR ☒ Y |
| | ROUTE NO. U | FEDERAL-AID 4860 / STATE City St. / U.S. | |

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| ty Street Birch St.<br>Baker | 0.5 | 10,000 | 7,800 | 1,100 | 1,100 (City) | P.E. all phases Gr.<br>Dr. B.T. pave 44'<br>curbed roadway |
| | | | | | | Utility adjustments<br>required incl. prel.<br>work |
| ampbell St. -<br>uburn Ave. (Baker)<br>Section" | 0.5 | 165,000 | 129,000 | 18,000 | 18,000 (City) | ROW-60' normal;<br>Access Control-None:<br>Parking Restrictions-<br>None. |
| PROJECT TOTALS | 0.5 | 175,000 | 136,800 | 19,100 | 19,100 (City) | |

REMARKS

-OVER-

USCOMM-DC 46808-P61

## CAMPBELL ST.-AUBURN AVE. (BAKER) SECTION

## PROJECT NO. M-4860(1)

Existing Facility: 20-foot roadway with gravel shoulders.

Adjacent Sections:

N. End: Intersection with Baker-Copperfield Hwy.
S. End: Intersection with Auburn Ave.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Construction consisting of grade, drain, hightype pavement to provide a 44-foot curbed street section for 2-12 foot travel lanes with 10 foot parking each side. Adjustment of utilities will be required including preparatory work.

Additional Right of Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 project)
(b) Location/Design - - Not a factor in the development of this project.

IM 50-1-70 Requirements:

A. State Clearinghouse - Exempt from A-95 review under working agreement.

B. District 13 Clearinghouse - It is ou
this is a quasi-clearinghouse for
operational or representative of i
district or both that it would hav
ing agreement in effect.

Urban Transportation Planning (PPM 50-9): N
the project will not result in an alteration
traffic flow patterns that would require a s
in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action pro
by FHWA on July 24, 1975.

Data for PR-37:

Preliminary Engineering - - - Field Work
P.S. & E. Preparatio

NOTE: This project is in Congressional Dist

AVE. (BAKER) SECTION

). M-4860(1)

oadway with gravel shoulders.

h Baker-Copperfield Hwy.
h Auburn Ave.

s project consists of the

ing all phases.
ng of grade, drain, hightype
a 44-foot curbed street sec-
ravel lanes with 10 foot park-
stment of utilities will be
reparatory work.

e required.

roads, Water Developments,
reas: None involved.

- None required under Oregon Action
Plan (Category 3 project)
- Not a factor in the development
of this project.

- Exempt from A-95 review under

B. District 13 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 24, 1975.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering - - - | Field Work - - - | $ 6,000 |
| | P.S. & E. Preparation - - - | 4,000 |
| | TOTAL | $10,000 |

NOTE: This project is in Congressional District No. 2.

PRO 6-2

August 8, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-4860(1)

We are submitting program data for one Urban System project, Item No. 48, Project No. M-4860(1), "Campbell St.-Auburn Ave. (Baker) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $10,000 with federal funds of $7,800.

Enclosed is a copy of the City of Baker's "Federal-Aid Urban System Project Request", dated December 11, 1974.

Enclosure
CL:bz

Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

8-8-75

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) 1 (20) | PROJECT LOCATION (45 typewriter spaces) 21 City St. Birch St. in Baker 65 | ADT | PRESENT 350 | FUTURE (66) 550 (70) | YEAR (71) 95 (72) | REGION 10 | STATE NAME Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. Gr. Dr. H.T. Pave 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (63) (66) | [illegible] (67) | [illegible] | [illegible] (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER PREFIX LETTER(S) 14 M- 23 | NUMBER 7 4860 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS Urban System | NAME OF URBAN AREA (7-31) Baker | COUNTY NAME Baker | CODE 003 (14) | ROUTE NO. U | FEDERAL-AID 4860 | STATE (32) City St. (36) (37) U.S. |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 21 | 42 | 43 48 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | City Street Birch St. in Baker | 0.5 | 10,000 | 7,800 | 1,100 | 1,100 (City) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) 6201 | | "Campbell St. - Auburn Ave. (Baker) Section" | 0.5 | 165,000 | 129,000 | 18,000 | 18,000 (City) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.5 | (16) 175,000 (23) | (24) 136,800 (33) | 19,100 | 19,100 (City) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

8-8-75

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 5 typewriter spaces)<br>St. in Baker | **ADT** | PRESENT<br>350 | FUTURE<br>550 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPR CODE<br>M32 | ITEM NO.<br>48 |

| | | | | | | | | PROJECT NUMBER | | | T. Projects Only |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NATL. FOREST | FH ROUTE NO. | COOP AGCY | DA CLASS | DA AREA | EMERG. YR. | PL. AUTH YR | PREFIX LETTER(S)<br>M- | NUMBER<br>4860 | SEQ. NO.<br>(1 | POST W. DESIG. |

pan System

Baker

| | | | | | |
|---|---|---|---|---|---|
| COUNTY NAME<br>Baker | | | CODE<br>003 | PROGRAM STAGE<br>☐ 1 OR ☒ 2 | |
| ROUTE NO. U | FEDERAL-AID<br>4860 | STATE<br>City St. | U.S. | | |

| | | | ESTIMATED PROJECT COST BY PHASES | | | | |
|---|---|---|---|---|---|---|---|
| EP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
| | City Street Birch St. in Baker | 0.5 | 10,000 | 7,800 | 1,100 | 1,100 (City) | P.E. all phases Gr. Dr. H.T. pave 44' curbed roadway |
| | | | | | | | Utility adjustments required incl. prel. work |
| | "Campbell St. - Auburn Ave. (Baker) Section" | 0.5 | 165,000 | 129,000 | 18,000 | 18,000 (City) | ROW-60' normal; Access Control-None: Parking Restrictions-None. |
| | PROJECT TOTALS | 0.5 | 175,000 | 136,800 | 19,100 | 19,100 (City) | |

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

## CAMPBELL ST.-AUBURN AVE. (BAKER) SECTION

## PROJECT NO. M-4860(1)

Existing Facility: 20-foot roadway with gravel shoulders.

Adjacent Sections:

N. End: Intersection with Baker-Copperfield Hwy.
S. End: Intersection with Auburn Ave.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Construction consisting of grade, drain, hightype pavement to provide a 44-foot curbed street section for 2-12 foot travel lanes with 10 foot parking each side. Adjustment of utilities will be required including preparatory work.

Additional Right of Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 project)
(b) Location/Design - - Not a factor in the development of this project.

IM 50-1-70 Requirements:

A. State Clearinghouse - Exempt from A-95 review under working agreement.

B. District 13 Clearinghouse - It is our co
this is a quasi-clearinghouse for if i
operational or representative of its re
district or both that it would have a s
ing agreement in effect.

Urban Transportation Planning (PPM 50-9): Not ap
the project will not result in an alteration of l
traffic flow patterns that would require a signif
in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project
by FHWA on July 24, 1975.

Data for PR-37:

Preliminary Engineering - - - Field Work - -
P.S. & E. Preparation - -

TOTAL

NOTE: This project is in Congressional District

KER) SECTION

0(1)

ith gravel shoulders.

Copperfield Hwy.
n Ave.

t consists of the

phases.
ade, drain, hightype
t curbed street sec-
nes with 10 foot park-
f utilities will be
ry work.

red.

ater Developments,
one involved.

equired under Oregon Action
Category 3 project)
factor in the development
s project.

t from A-95 review under

B. District 13 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant charge in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 24, 1975.

Data for PR-37:

| | | |
|---|---|---|
| Preliminary Engineering - - - Field Work - - - | $ 6,000 | |
| P.S. & E. Preparation - - - | 4,000 | |
| TOTAL | | $10,000 |

NOTE: This project is in Congressional District No. 2.

8401

15

FORM 81 734 10 70

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE: ~~PRO 4-3~~

SALEM, OREGON
July 29, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Campbell Street-Auburn Avenue Sect.
Birch Street
Baker County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. A. Starkey

RECEIVED
STATE HWY ENGR
JUL 30 '75
REFER TO
FOR
Info Inves R.D. D.B. Sign Att. File

7-31-75
ORIGINAL TO
L.W. Rulien
w/att.

APPROVED
ESH
E. S. Hunter
Date 7-31-75

Form FHWA 121 (Rev. 5-73)

8401

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 24, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon M-4860(-)
Campbell Street-Auburn Ave.Section
Birch Street - Baker County
Project Assessment

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 15, 1975 letter has been reviewed. We concur with your finding that the proposedproject constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
Rulien
FOR

| Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

7-28-75
ORIGINAL TO
L.W. Rulien

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 11, 1975

## A. PROJECT IDENTIFICATION

Name of Project Campbell Street-Auburn Avenue (Section) M- 4860 (-)

Location of Project Birch Street (Highway Name) (Highway No., US - ORE)

Baker (City) Baker (County) 5 (Region)

Program FAU 4860 (Funding) $175,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen and pave Birch Street so that it may be effectively utilized as an arterial. The proposed project is part of a general city plan that would move traffic efficiently and safely to and from I-80N, alleviate traffic pressure on unimproved residential streets and provide improved access to the city's central business district.

Origin and History: Application for federal funding: December 11, 1974.

## C. DESCRIPTION OF PROJECT

Length 0.5 miles

Termini Campbell Street (Baker-Copperfield Highway - FUA 4931) to Auburn Avenue (FAU 4860)

Alignment ☐ New ☒ Existing ☐ Combined

3

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right-of-way approximately 60 feet. No new right-of-way required.

Typical Section Proposal consists of two 12-foot travel lanes; width of roadway: 44 feet, curb to curb with 10-foot parking. Existing typical section is two 10-foot travel lanes with unimproved shoulders.

Structures

Characteristics (ADT) 1975: 350

1995: 550

Other General Information (or Supplemental information to items) The proposed project would consist of constructing about 2,650 feet of street, paved 44 feet wide with curbs and gutters; 2,900 linear feet of storm sewer with drain.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The general traffic plan for the City of Baker was formulated after the consideration of a number of options. The present FAU system and boundary was established in compliance with the 1973 Highway Act. The improvement of Birch Street is a part of that plan.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type                Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

Although not required, a Public Hearing will be offered.

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is located in a predominately residential area of Baker (Pop. 9500). The neighborhood is built on the relatively level Powder River flood plain at an elevation of about 3400 feet msl. The climate of Baker is semi-arid; average annual precipitation is 8.67 inches, most of which occurs during the winter months. The average snowfall is about 35 inches. The nearby sage and bunchgrass covered hills promote rapid run-off of water originating from snow melt or summer thunder showers. Vegetation is representative of many neighborhoods, i.e., a variety of shrubs and occasional cottonwood trees.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Birch Street is principally made up of low-middle income housing and some light-industry (truck-freeway oriented). The existing street is unimproved. Utility adjustments will consist of replacing approximately 1400 feet of water main and lowering 13 water services. Air quality should not be appreciably affected by the proposed project.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No new right-of-way required.

Consequences:

N/A

2. Estimated Changes in Traffic Patterns:

Completed project may generate some additional traffic. But would not amount to any significant consequences since ADT for 1995 is projected at 550 vehicles.

Consequences:

Additional traffic would raise noise levels on Birch Street and probably Washington and Auburn Streets. A school is located on the north side of Washington Street. However, noise increases would bet likely be perceptible.

3. Estimated Changes in Land Use:

No significant changes.

Consequences:

N/A

4. Expected Adverse Effects on Natural Ecological Resources:

No significant adverse effects have been identified.

Consequences:

N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

Additional traffic may raise noise levels, but not to a degree where it would be readily perceptible.

Consequences:

No serious consequences.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

N/A

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | X | | |
| Water Quality Spec. | X | | |
| Acoustical Engineer | X | | |
| Air Quality Engineer | X | | |
| Cultural Geographer | X | | |
| Urban Planner | X | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

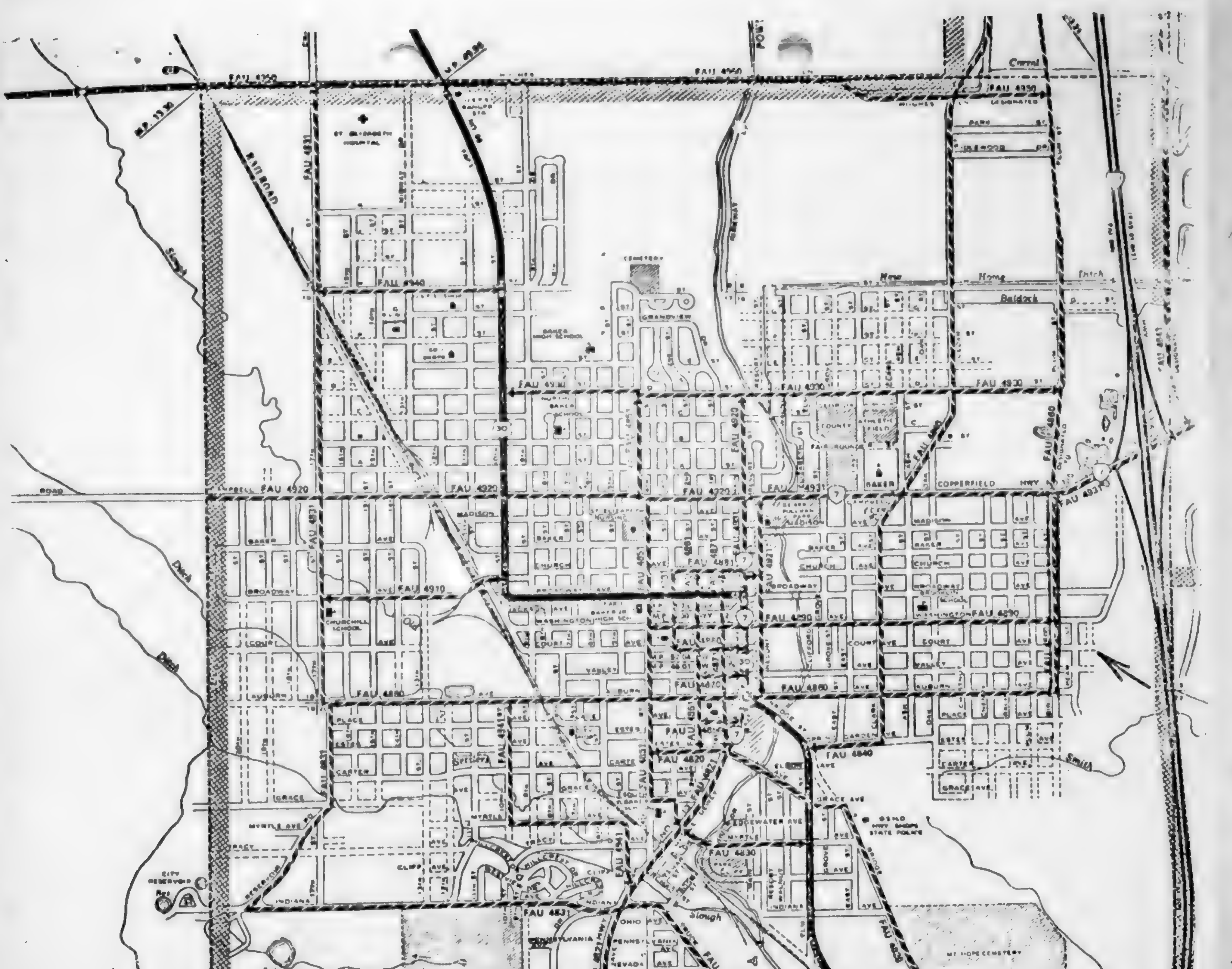
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________



FAU 4950
FAU 4940
FAU 4930
FAU 4920
FAU 4910
FAU 4890
FAU 4880
FAU 4840
FAU 4830
FAU 4820
FAU 4921
FAU 4931
FAU 4951
FAU 4831
RAILROAD
COPPERFIELD HWY
Corral
New Home Ditch
Baldock
BAKER HIGH SCHOOL
ST ELIZABETH HOSPITAL
CEMETERY
GRANDVIEW
COUNTY ATHLETIC FIELD
FAIRGROUNDS
CHURCHILL SCHOOL
WASHINGTON HIGH SCH
BROADWAY
CHURCH
MADISON
BAKER
COURT
WASHINGTON
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE
CLIFF
INDIANA
OHIO
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER AVE
CANAL
COLORADO
BAKER MUNICIPAL GOLF COURSE
MT HOPE CEMETERY
OSHC HWY SHOPS STATE POLICE
CITY RESERVOIR
Slough
Settlers
Smith
RIVER
POWDER
Ditch
Creek
T9S R40E
WILLAMETTE MERIDIAN

CITY OF BAKER

Proposed Project

8401

75

May 7, 1975

City of Baker
City Hall
Baker, OR 97814

Attention Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen

Attached for your records is a fully executed copy of an urban system project agreement covering the Campbell Avenue-Auburn Avenue (Baker) Section of Birch Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Oregon State ~~XXXXXXXy~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
[illegible]

4-h

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road. ] not approved

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

copy [illegible]

(more)

(8) & (9) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

(10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Williams
W. E. Schwartz
Jack Graham
Gary Sund

RU:scr ms

CITY OF BAKER
Proposed Urban System Project

Campbell Avenue-Auburn Avenue (Baker) Section
Birch Street, FAU 4860
Grading, paving and illumination; 0.50 mile; $175,000

This project entails all the work and costs to widen and improve Brich Street.

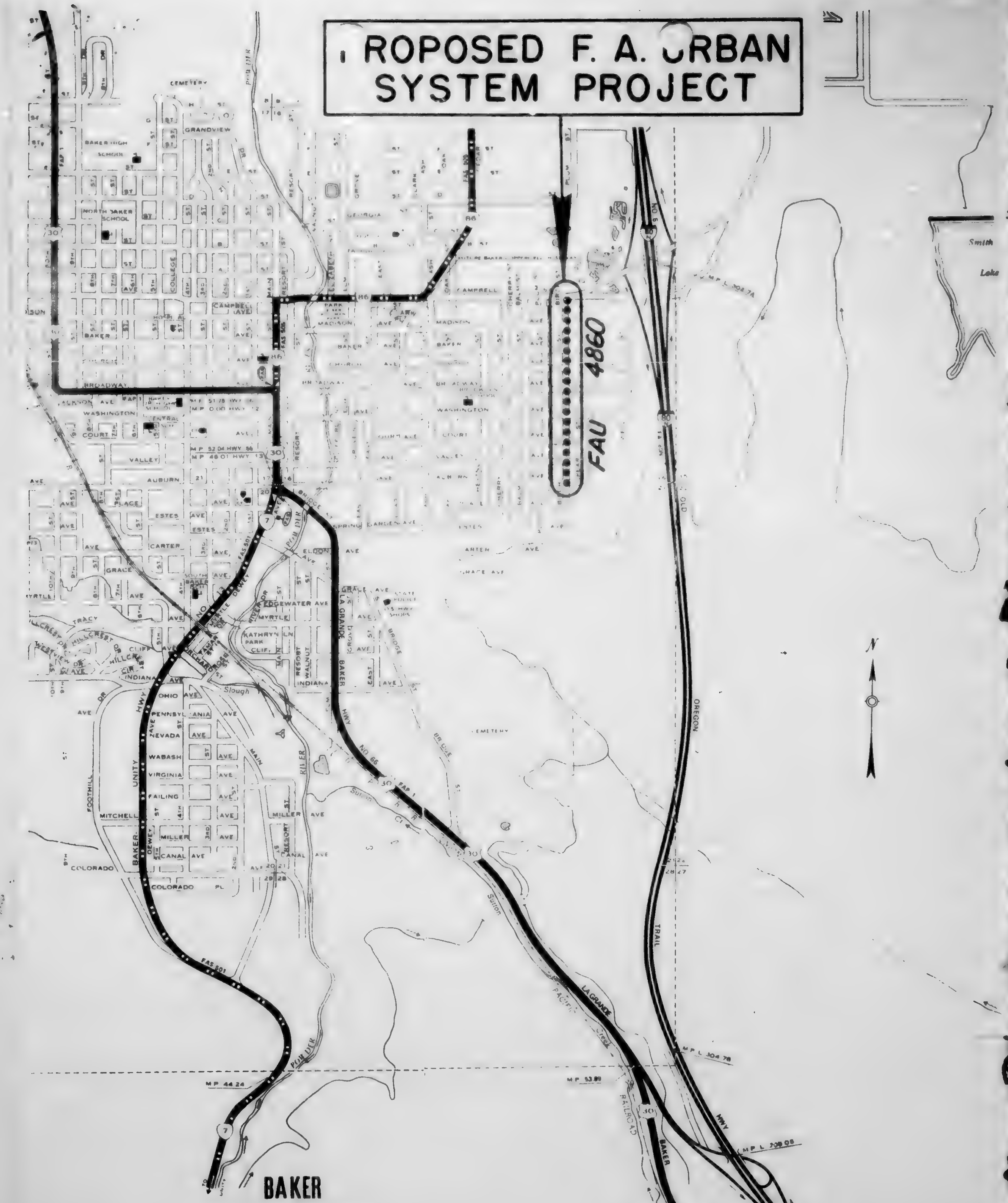
Perform all necessary engineering.

Construct 44-foot curb-to-curb street section.

Provide necessary illumination.

75-b
2/13/75

# PROPOSED F. A. URBAN SYSTEM PROJECT


FAU 4860
BAKER
BAKER COUNTY, OREGON
N
30
7
86
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
CEMETERY
GRANDVIEW
CAMPBELL
MADISON
BAKER
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE
TRACY
HILLCREST
INDIANA
OHIO
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
CANAL
COLORADO
FOOTHILL
BAKER-UNITY HWY
LA GRANDE-BAKER HWY NO. 66
SPRING GARDEN AVE
EDGEWATER AVE
KATHRYN LN
Slough
POWDER RIVER
Smith Lake
OREGON TRAIL
OLD
FAS 801
FAP 1
M.P. 44.24
M.P. 53.89
M.P.L. 304.78
M.P.L. 309.08
28 27
33 34
UNION PACIFIC RAILROAD
LA GRANDE-BAKER HWY

Rev. 5/28/74

I

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date December 11, 1974

Applicant Agency City of Baker

Federal Aid System Route No. ____________ Route Name ____________

Project Name Birch Street

Project Length 2,650 Ft. Project Location (Attached sketch map)

Project Description project will consist of constructing approximately 2,650 Ft. of street paved 44 Ft. wide with curbs and gutters. 2,900 L.Ft. of 12", 15", 18", 21" and 24" storm sewer with drains. Utility adjustments will consist of replacing approximately 1,360 Ft. of water main and 13 water services which must be lowered. 9 sanitary sewer manholes adjusted.

Average Daily Traffic No ADT available Design Speed 25 MPH

RECEIVED
COUNTY & CITY SECTION
JAN 2 1975
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ ME
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 60 feet Travel Lanes two 10 feet Shoulders unimproved

Medians None Parking ____________

Sidewalks None

Other Existing sand is surfaced with gravel and decomposed granite sand

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 Ft. Travel Lanes two 12 foot Shoulders N/A

Medians None Parking 10 Feet

Curbed Yes Length Curb Radii 10 Feet

Sidewalk/Bikeway None

Other Concrete Driveway to be paid by applicant

FOOTNOTES: ____________

Description of Proposed Roadway Work ____________

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Will Additional Right-of-Way Be Needed? No Explain N/A

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will applicant acquire right-of-way and have State review negotiations? Yes N/A No ______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes N/A No ______

7. Is a public hearing necessary? No, however public hearing will be held
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain ______
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain ______

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None

Type ______
Phases ______
Type of Suspension ______

Interconnected N/A
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? none required

IV. ILLUMINATION DATA

1. Present Illumination and Location: 2,500 lumen incandescent luminaire located at intersections

2. Proposed Illumination:

Location Intersections
Type 250 watt mercury vapor luminaires installed on CalPac's poles under City contract(to be furnished by applicant)

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired? N/A

Approximate size of proposed structure N/A

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? N/A

FOOTNOTES:

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? No

## VI. RAILROAD DATA

1. Are there any railroad crossings? None Location N/A

Type of existing crossing N/A
Existing crossing protection N/A

Name of Railroad N/A
Number of tracks: Mainline N/A Siding A/ N/A Total A N/A
Angle of Intersection N/A
Sight distance: (Direction) N/A Distance N/A
(Direction) N/A Distance N/A
Number of Trains: Passenger N/A Speed N/A
Freight N/A Speed N/A

2. Will existing railroad crossing be altered? No

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

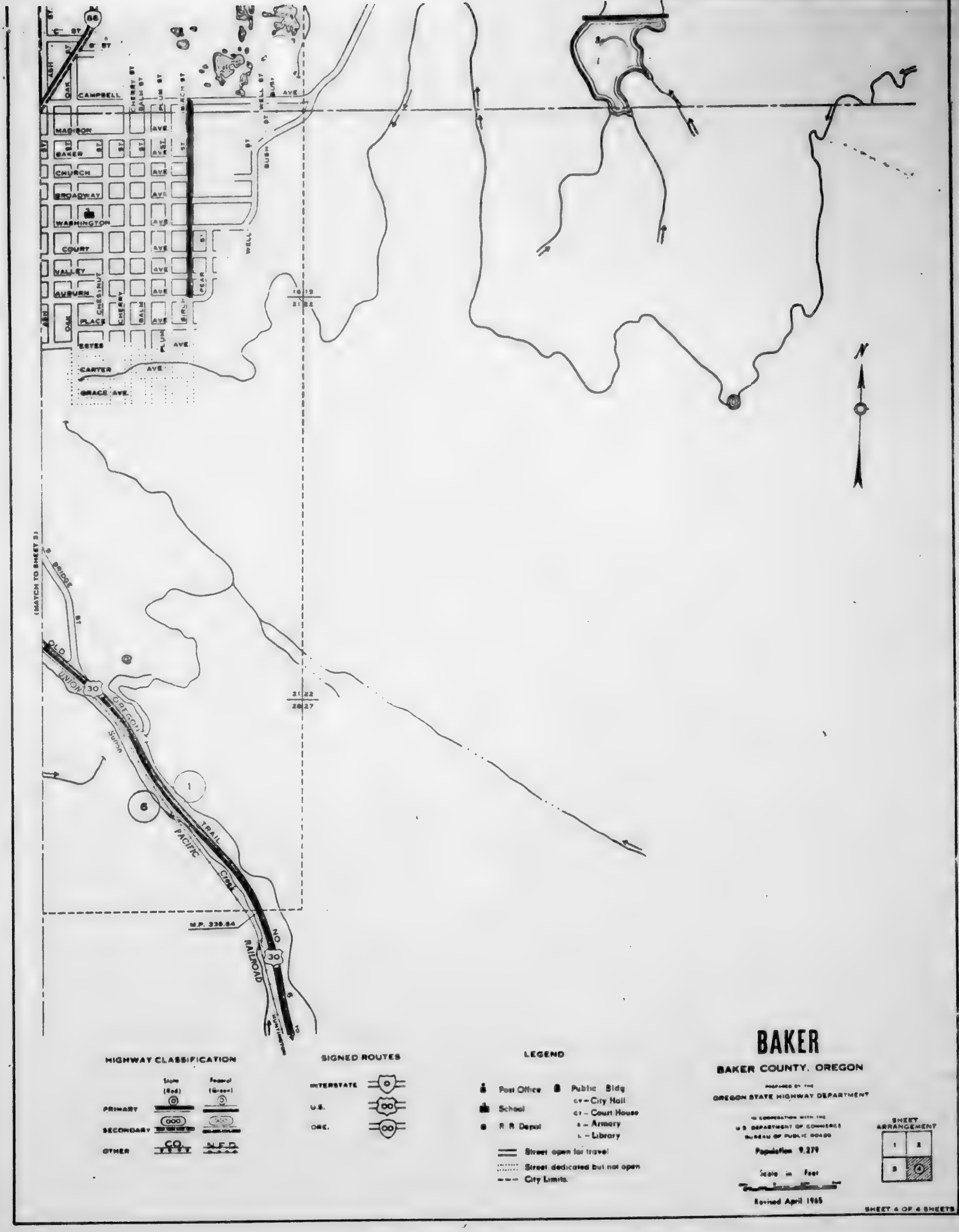
| | |
|---|---|
| Roadway Work | $ 155,457.47 |
| Right-of-Way Costs (If participating) | -0- |
| Traffic Control | -0- |
| Illumination | -0- |
| Structures | -0- |
| Railroad | -0- |
| Other adjustment of City owned utilities | 11,510.00 |
| Preliminary Engineering | 8,348.37 |
| PROJECT TOTAL | $ 175,315.84 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Baker
By Mayor H. B. Johnson
By

Baker County
By Baker County Judge
By F. Kenn Smith
By


86
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER AVE
GRACE AVE
AVE
ST
ASH
OAK
CHESTNUT
CHERRY ST
BALM ST
PLUM ST
BIRCH ST
PEAR
WELL ST
BUSH ST
16 | 15
21 | 22
21 | 22
28 | 27
(MATCH TO SHEET 3)
BRIDGE ST
OLD OREGON TRAIL
UNION PACIFIC RAILROAD
30
Sutton Creek
1
6
M.P. 339.64
TO HUNTINGTON
N
HIGHWAY CLASSIFICATION
State (Red)
Federal (Green)
PRIMARY
SECONDARY
OTHER
CO
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
SHEET ARRANGEMENT
1
2
3
4
Scale in Feet

# BAKER

BAKER COUNTY, OREGON

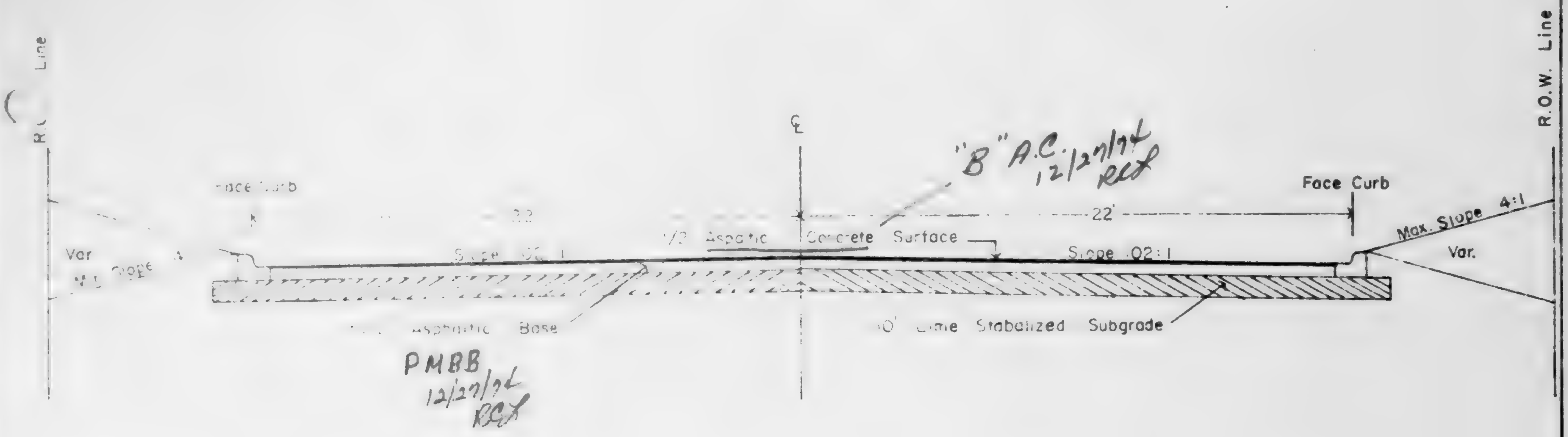
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,279

Revised April 1965

SHEET 4 OF 4 SHEETS


R.O.W. Line
Face Curb
22'
Var
4:1 Slope
Slope .02:1
1/2 Asphaltic Concrete Surface
"B" A.C. 12/27/74 RCf
℄
22'
Face Curb
Max. Slope 4:1
Var.
R.O.W. Line
Slope .02:1
Asphaltic Base
PMBB 12/27/74 RCf
10' Lime Stabalized Subgrade

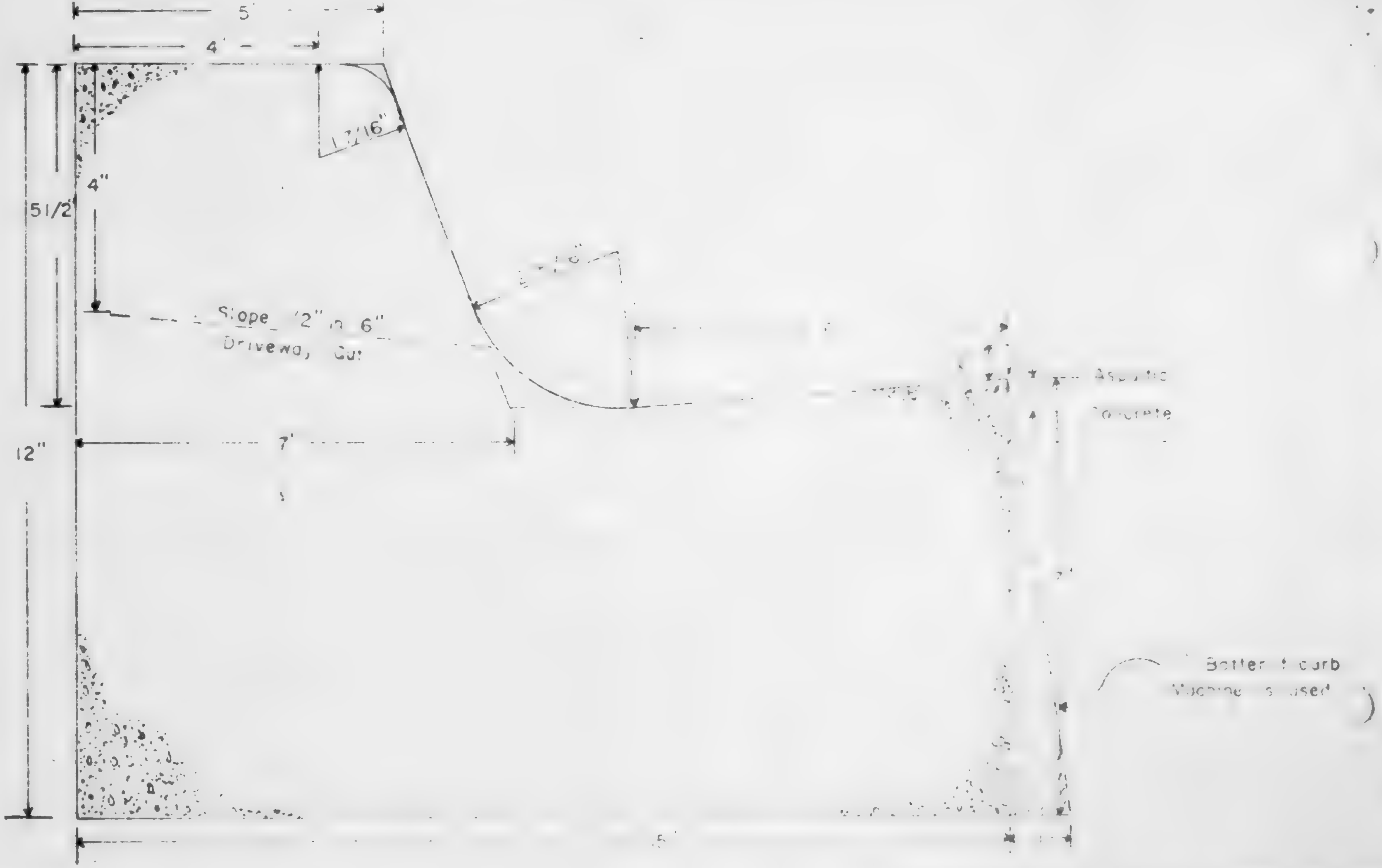
CITY OF BAKER

PROPOSED
TYPICAL STREET
SECTION

DATE DEC. 1974

DRAWN J.W. SCALE 1"=6'

Scale 3/8" = 1"


5'
4'
1 7/16"
5 1/2"
4"
Slope 2" in 6"
Driveway Cut
12"
7'
Asphalt
Concrete
Batter if curb
Machine is used

CITY OF BAKER

TYPICAL CURB
SECTION

DATE DEC 1974
DRAWN J.W SCALE 3/8" = 1"

BAKER — $295,000

#1 Camp[illegible] to [illegible] Ave. Sec
Birch St. - $175,000

#2 Balm St. - Birch St. Sec.
Washington Ave. - $30,000

#3 Oak St. - Birch St. Sc
Auburn Ave. - $90,000

ALLOCATION - 74 - 41,092
75 42,034
76 - 42,151
FED. $125,277
TOTAL 161,000

FAU

FORM 81-734-3000

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
December 30, 1974

FROM: R. C. Lang r. C. Lang
Regional Federal Aid Engineer

SUBJECT: FAU Project Request
Baker System

TO: Donald N. Harwell
Assistant Engineer
County-City Unit

SALEM

Attached are project requests No. 1, 2 and 3, which include a suggested typical section and detail of the type of curb they wish to use.

Also attached is a copy of a letter from City Manager George Hiatt which explains the project and proposes that the city be allowed to install the storm drain system and lime stabilize the roadway and receive credit for matching monies. Also, they believe they should receive FA monies for the adjustment of city owned utilities as these are not "improvements", but adjustments. It is my understanding that no monies are available for adjustment of utilities that lie within the existing right of way.

I have discussed the lime stabilization and surfacing with Clarence Gregg, who has given verbal approval of the design.

Please advise if you need additional information.

1/31/75 called Lang told him on $161,000 matched
is available & Birch is est. @ $175,000.
City may do Lime work but no credit
on matching $ only receive direct
reimbursement for work & need full
match $. Advised that City most likely
can't be reimbursed for City utility
adj. will take Birch (only) to T. Comm
Feb. 27.
R.U.

RECEIVED
COUNTY & CITY SECTION
JAN 2 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RCL:je
Attachments

cc: L. W. Rulien

1-28-75
Requests to Don Stoup.
for review & Comment.
G.E.Z

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

December 13, 1974

Mr. R. C. Lang
Regional Federal Aid Engineer
P.O. Box 850
La Grande, Oregon 97850

Re: FAU Project Applications No. 1, 2, & 3

Dear Mr. Lang:

Please find enclosed applications No. 1, 2, and 3 for Baker's FAU projects. We are enclosing applications for projects No. 1, 2, and 3, the total of which will exceed the amount of money allocated to the Baker Urban Area to date. However, if there are any Urban Areas that are not able to get a project started right away we would appreciate an advance on any future allocation coming to Baker. By having one large project we would get much more for our money than having three smaller projects. Also, by constructing these three projects it would complete our East side arterial system which is needed very badly because of the extra traffic created by the freeway and the Campbell Street interchange.

We would like you to consider using a lime stabilized base for the roadway. The City has been using this base for the last several years. It has proven very satisfactory and has been cheaper than a conventional aggregate base.

The City has the equipment and trained personnel to do part of the work. We feel that the available money could be stretched further if the following was done under an agreement using city personnel and equipment:

1. Adjust and relocate any city owned utilities that must be moved because of the street construction.
2. Install the storm sewer and catch basins. The storm sewer is already designed.
3. Excavate and lime stabilize the roadway.

Streets that have been Reconstructed in this manner are holding up very Well No settling or deterioration
RCL

If you have any questions please contact Jim Adamson, City Hall, Baker, Oregon.

Your favorable consideration will be appreciated.

Sincerely yours,

George O. Hiatt

George O. Hiatt
City Manager

GOH:kjw

Enclosure

8402 Frazier Cr. Br. Sec. of 1976
FAS 205 N. or Corvallis
(Structure)

C + A 5671 6-10-76
C + A 5448 9-23-75

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: BENTON COUNTY
Board of Commissioners
Courthouse
Corvallis, OR 97330

Attention of Mr. James Blair
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1821

Date April 27, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing -- Frazier Creek (Independence Road) Bridge
FAS 205

Covered by Agreements # 5448 and 5671

**Itemized Statement:**

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Amount retained in Advance Deposits | $ 1,600.00 | |
| | | Refund County | | $1,600.00 |

NOTE: Please attach a copy of the itemized statement of final costs to county refund)

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 6,005.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 4,405.00

Give the number of the last previous request in connection with this same service. cc 1596
cc 1597

Credit distribution:
502-1929-297
502-1088-297

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald W. Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

Form A-65—5M—4-68

Invoice for Service Rendered or Goods Furnished the
**OREGON STATE HIGHWAY DEPARTMENT**
by
Benton County
Board of Commissioners

Courthouse

Corvallis, Oregon 97330

**This Space for Use of Accounting Division**

Date April 27, 1978

Invoice No.

P. O. No.

Att: Mr. James Blair, Director of Public Works

| | |
|---|---|
| Additional refund due Benton County for the construction of the FRAZIER CREEK (Independence Road) Bridge FAS 205 | $810.44 |

Gerald W. Wimer

Ref - cc 1596
1597
1821

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** April 27, 1978

**County** Benton **Contract No.** 8402 **Date Completed** 9/18/76

**FAS** 205 **Section** Frazier Creek (Independence Rd.) Br.

**PAYMENTS TO CONTRACTOR**

| | **ITEM** | **TOTAL COST** |
|---|---|---|
| PE | Federal Part. | $ 5,880.59 |
| PE | Non. Part. | 3.10 |
| | TOTAL PE | $ 5,883.69 |
| Payment to Contractor | | $37,064.82 |
| Construction Engineering | | 5,448.58 |
| | Total (Fed. Part) | $42,513.40 |
| Interest Paid to Contractor | | $ 34.98 |
| Engineering | | 65.87 |
| | Total (Non. Part.) | $ 100.85 |
| | Total (Fed. Part.) | $48,393.99 |
| | Total (Non Part.) | 103.95 |
| | Total Cost of Project | $48,497.94 |

Federal Funds Collected

| | |
|---|---|
| PE | $ 4,966.77 |
| Const. | 36,446.00 |
| TOTAL | $41,412.77 |

County share of project cost are as follows:

½ (48,393.99 - 41,412.77) + 103.95 = $3,594.56

| | |
|---|---|
| County advance deposit | $6,005.00 |
| County share of costs | $3,594.56 |
| Refund due County | $2,410.44 |

**Reference: Billing Form** CC 1821

8402 — 75

STATE COPY — 8402(2)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>RS-603 (1) | 2. COUNTY<br>Benton | 3. STATE<br>Oregon |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involves construction of a 40-foot long bridge with a 34.2 foot roadway width over Frazier Creek. The structure, Bridge No. 14575A, is on the "Frazier Creek Bridge Section" of FAS Route 205 approximately 6 miles north of Corvallis.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Hamilton Construction Co. | 6. CONTRACT AMOUNT<br>$ 37,025.00 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* Keasey

TITLE Constr. Engr. Cy Keasey

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

COPY SENT
JUN 0 8 1977
Washington

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width ______ feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH *(Miles)* | BASE SURFACING WIDTH *(Feet)* | TYPE CODE NUMBER | NET LENGTH *(Miles)* |
| | | | X081 | 0.008 |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>P. V. Riedl | 11. DATE OF INSPECTION<br>10-28-76 |

12. IN COMPANY WITH
Jim Blair, County Engr.
G.W. Wimer & Jack Martin, OSHD; Neal Peterson & Wm. Lawson, Consultants

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>Original signed by<br>P. V. RIEDL<br>P. V. Riedl | | 16. SIGNATURE<br>Original signed by<br>G. K. Hossner<br>Dist. Engineer<br>G. K. Hossner | |
| 14. TITLE<br>Area Engineer | 15. DATE<br>6-6-77 | 17. TITLE<br>District Engineer | 18. DATE<br>6-7-77 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

January 14, 1977

Transamerica Ins. Co.
1150 S. Olive St.
Los Angeles, California 90015

Gentlemen:

On January 10, 1977, we wrote to you concerning release of final payment on Contract No. 8402 awarded to Hamilton Construction Co., for the Frazier Creek Bridge on FAS 205 in Benton County.

Final payment on this contract is $1,841.20 and the total contract amount is $37,064.82. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

502-1088
FAS A505 (205)
Benton Co

DEVCO

Phone 757-8991
562 NW Van Buren
P. O. Box 1211
Corvallis, Oregon 97330

DEVCO ENGINEERING, INC.

CIVIL, MUNICIPAL, STRUCTURAL, LAND SURVEYING

Hopkins
Harwell Don H.
Holmes
Prange
Unrein

RECEIVED
DEC 8 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

December 2, 1976

F T

J.M. Martin
Oregon State Highway Division
1010 Airport Road
Albany, Oregon 97321

Re: Frazier Creek Bridge
Contract No. 6402

Dear Mr. Martin;

This letter is written in reply to your November 12, 1976 letter.

We concur that we inadvertently did not require that all of the tedious paper work be completed prior to the subcontractor preforming work on the guardrail. At the time that the subcontractor was working on the guardrail you advised us that the subcontract was not approved. This advisement occurred on September 16, 1976. Mr. Lawson met with you about this problem and asked if the work completed should be removed until such time that approval had been obtained. You indicated that this course of action would not be necessary, but to just proceed as we were. If this is a serious breach of contract as you indicated in your letter, it appears the project should have been stopped at that time until the problem had been resolved. ✓

If the subcontractors work had been stopped until approval had been received, it appears that the contractor might have been entitled to an extra due to the time that it took to obtain approval of the subcontract (September 13 to November 5). ✓

An additional factor that necessitated proceeding with the subcontractors work was the commitment by Benton County to have Independence Road closed for a minimal amount of time due to the heavy truck traffic

cc C T Beasey
Don Harwell
} Jack Martin writing "Memo to Files" regarding to this letter
Copy following

J H.

December 2, 1976

Re: Frazier Creek Bridge
Contract No. 8402

and commerical traffic that utilizes this road.

We hope that in the future that problems such as this can be ✓
avoided so a similar situation does not occur.

Sincerely,

Neal L. Peterson
General Manager

bc
cc: C.O. Fredrickson
James E. Blair

502-FAS 305 Benton Co

REGION 2 ENGINEER
RECEIVED
☐ RE ☐ ☐ RME ☐ RT. ☐ RCE
☐ ULE ☐ GEO ☐ RSO ☐ RUC ☐ RFE

STATE OF OREGON 1859

**OREGON STATE**
**HIGHWAY DIVISION**

GOVERNOR

F. B. KLABOE
Administrator of Highways

1010 Airport Road,
Albany, Oregon 97321

November 12, 1976

Devco Engineering Inc.
P. O. Box 1211
Corvallis, Oregon 97330

Subject: Frazier Creek Bridge
Contract No. 8402

Gentlemen:

I have received a copy of C. O. Fredrickson's letter to Hamilton Construction Co. granting approval of their subcontract with Lane Guard, Inc. This letter is dated November 5, 1976. The work covered by the subcontract was completed last September 16th.

Subsection 108.01 of the Standard Specifications require subcontracts to be approved before work thereunder is commenced. Failure to comply with this provision is viewed by the Federal Highway Administration and the Highway Division as a serious breach of the contract requirements and may result in their non-participation in the cost of the work involved, or other penalties.

The Highway Division's effort to inform you of accepted procedures produced the seminar held in Salem last spring and the administrative guide you received at that meeting. There the importance of compliance with required details was stressed many times.

Our continuing effort in your behalf was considerably restricted by your failure to hold a preconstruction conference. Such a meeting would have provided an excellent forum for discussion of the provisions and procedures relating to the contract work and its administration. Furthermore, it is required by Subsection 108.04.

Your project engineer, Mr. William Lawson, was very cooperative. As he found himself engulfed in unforeseen administrative details he remained conscientious and attentive. It was obvious that he was struggling to perform effectively and productively in a new and difficult situation not entirely of his own creation. I wish him well.

The above comments are offered in the hope that they may help to insure your greater success with projects of this type. Feel free to discuss such matters with me at any time.

Very truly yours,

J. H. Martin
Resident Engineer

11-17-76
lc
cc. Larry Gulien
C. T Keasey
Don Harwell

RECEIVED
COUNTY & CITY SECTION
NOV 17 1976
☐ ENGR. ☐ COOR. ☑ UE ☑ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

JHM/rf
cc: C. O. Fredrickson

Benton County Public Works Department

360 S.W. AVENUE
321
PHONE [redacted]
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

Fas 205
Benton

November 2, 1976

ENGINEER
RECEIVED

Mr. Phillip O. Stearns
Regional II Federal Aid Engineer
2960 East State Street
Salem, Oregon 97310

Re: Frazier Creek Bridge
F.A.S. 205, Project: RS-603(1)

Dear Mr. Stearns:

I have inspected the Frazier Creek Bridge and found it to be satisfactorily completed and it is hereby accepted by the Benton County Public Works Department.

By a copy of this letter we are notifying the Board of Commissioners of our approval so that they may take official action. We wish to commend Devco Engineering for their excellent performance in the design and construction of this project.

Very truly yours,

James E. Blair
James E. Blair
Director of Public Works

JEB:cp

cc: Devco
Board of Commissioners

cc. C T Beasey
Don Harwell 11-8-76 dr
Jack Martin

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☒ DPE ☐

8402

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Notification Contract Work Completed
Federal Aid Project No. RS-603(1)

Contract 8402, Work Completed 9-18-76

Project Frazier Creek Bridge

Highway FAS 205

Count(y)(ies) Benton

RDC:eb

cc: R. D. Church

8 [illegible] 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Frazier Creek Bridge | | WEEK ENDING: 9-18-76 |
| | | SECTION PREFIX: 502-1088 |
| HIGHWAY: FAS 205 | | COUNTY: Benton |
| NAME OF JOB: Frazier Creek Bridge | KIND OF WORK: Structure | |
| CONTRACTOR: Hamilton Constructuon Co. | CONTRACT NUMBER: 8402 | FEDERAL AID PROJECT NUMBER: Rs-603(1) |
| DATE OF CONTRACT: 8-18-76 | DATE WORK STARTED: 8-30-76 | ESTIMATED COMPLETION DATE: 9-30-76 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 6 SUPERVISION 1 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 75 | WORK DAYS USED<br>CALENDAR DAYS USED 20 |
| PROJECT AUTHORIZATION $42,508.13 | SPECIFIED COMPLETION DATE: 11-12-76 | PERCENT OF TIME ELAPSED: 27% |
| EXCLUSIVE OF ENGINEERING $39,795.63 | ENGINEERING AUTHORIZATION $3712.50 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $38,795.63 | ENGINEERING COST TO DATE $2237.61 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90% |
| ESTIMATED PERCENT OVERRUN UNDERRUN 0 % | PERCENT OF AUTHORIZATION 60% | DATE PROJECT WAS COMPLETED: ---- |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

Compressor-55Ton Crane-Backhoe

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 14575A | | | | | | | |
| PERCENT | 99% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Clear | 1 | | |
| MONDAY | Clear Light wind | 1 | | |
| TUESDAY | Rainy Cloudy Windy some Clearing | 1 | | |
| WEDNESDAY | Cleared Off Over Cast Windy | 1 | | |
| THURSDAY | Cloudy and Rain | 1 | | |
| FRIDAY | Cloudy some wind | 1 | | |
| SATURDAY | Clear and windy | 1 | | |
| | | (7) | | |

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
SEP 24 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

[illegible]

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY<br>9-12 | No Work |
| 9-13<br>MONDAY ~~13~~<br>~~RE13~~ | Backfilled Behind North Bent Pile Cap     Placed class 100 riprap<br>Removed excavated material    Dressed perip rap slope |
| 9-14<br>TUESDAY | Placed 9 slavs for bridge deck-grouted keys<br>~~Drilled~~- drilled holes-grouted<br>Began connection guard rail |
| WEDNESDAY<br>9-15 | Completed guard rail installation<br>Finished concrete surfaces of wing walls<br>~~Con~~ |
| 9-16<br>THURSDAY | Off bridge guard rail  Installed by lane guard   Concrete<br>Concrete anchor blocks installed |
| FRIDAY<br>9-17 | Backhoe filled in over concrete anchor bolcks and cleaned road surface of large particles   also cleaned both ditches on north side of bridge |
| SATURDAY<br>9-18 | No activity |

## REMARKS

End slabs had inserts set at 5¼" center-to-center spec's called for 5" center-to-center Holes in steel guard posts were cut to fit. Bottom inserts were smaller in diameter than bolts. Bolts had to be resized.

SIGNED William E. Lawson LOCATION FRAZIER CR. BR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

84.2

STATE [illegible]

15

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 9 6

PROJECT REPORT NUMBER

MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State Oregon

County Benton

Project Number RS-603(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 1976, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 53,781 | $ 49,008 |
| Federal funds | $ 42,051 | $ 42,018 |
| Other revisions | | |

This modification is made for the following reasons: To reflect bid prices and change the pro rata to 85.74%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of September, 1976.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
(acting)
*(Title)*

By

*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

for G. L. Green

G-File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 3, 1976

Federal-Aid Project
RS-603(1)

Frazier Creek Bridge
Federal-Aid Secondary 205
Benton County

Revised Project Agreement Estimate

| | | | |
|---|---|---|---|
| Type Code P.E. | | | |
| Preliminary Engineering | All Required | | $ 6,500.00 |
| Type Code X081 | | | |
| Frazier Creek Bridge No. 14575 (Sta. 0+30 to Sta. 0+70) | | | |
| Bridge Removal Work | All Required | | $ 4,500.00 |
| Channel Excavation | 130 cu. yd. | 5.00 | 650.00 |
| Structure Excavation | 30 cu. yd. | 10.00 | 300.00 |
| Furnish Pile Driving Equipment | All Required | | 5,500.00 |
| Furnish Treated Timber Piling | 720 lin. ft. | 3.50 | 2,520.00 |
| Drive Timber Piles | 720 lin. ft. | 0.50 | 360.00 |
| Structural Concrete, Class 3300 (20 cu. yd.) | All Required | | 4,000.00 |
| 40'/45' Prestressed Slabs | 9 only | 1,400.00 | 12,600.00 |
| Reinforcement | (1,400 lbs.)<br>All Required | | 700.00 |
| Metal Rail | 63 lin. ft. | 25.00 | 1,575.00 |
| Loose Riprap, Class 100 | 70 cu. yd. | 16.00 | 1,120.00 |
| Guardrail, Type 2A | 100 lin. ft. | 12.00 | 1,200.00 |
| Guardrail Anchors, Type 2 | 4 only | 350.00 | 1,400.00 |
| Rail End Pieces, Type C | 4 only | 150.00 | 600.00 |
| | | | $37,025.00 |
| Anticipated Items | | | |
| Temporary Erosion Control (E.W.) | All Required | | $ 100.00 |
| | Subtotal | | $37,125.00 |
| | Engineering | | 5,383.00 |
| | TOTAL | | $42,508.00 |

Length of Structure 0.008 mile

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 6,500.00 | $ 5,572.00 | $ 464.00 | $ 464.00 |
| Structure | 42,508.00 | 36,446.00 | 3,031.00 | 3,031.00 |
| TOTAL | $49,008.00 | $42,018.00 | $3,495.00 | $3,495.00 |

Group 1 100%
Contract No. 8402
Prefix No. 502-1088
Prefix No. P.E. 502-1929

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>6-154 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6 | State Oregon<br>County Benton<br>Project No. RS-603(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 2[illegible].S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 5.5 mi. N.E. of Corvallis

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 8-5-75 | 0.01 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 4-15-76 | 0.01 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 78.19%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 53,781 | $ 42,051 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

By

*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 6/30/76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 21, 1976

Federal-Aid Project
No. RS-603(1)

Frazier Creek Bridge
Federal Aid Secondary 205
Benton County

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,500.00 |

Type Code X081
Frazier Creek Bridge #14575 (Sta. 0+30 to Sta. 0+70)

| | | | |
|---|---|---|---|
| Bridge Removal Work | All Required | | $ 4,000.00 |
| Channel Excavation | 130 cu.yds. | 4.50 | 585.00 |
| Structure Excavation | 30 cu.yds. | 10.00 | 300.00 |
| Furnish Pile Driving Equipment | All Required | | 6,000.00 |
| Furnish Treated Timber Piling | 720 lin.ft. | 5.00 | 3,600.00 |
| Drive Timber Piles | 720 lin.ft. | 5.00 | 3,600.00 |
| Structural Concrete, Class 3300 (20 cu.yds.) | All Required | | 3,200.00 |
| 40'/45' Prestressed Slabs | 9 only | 1,535.00 | 13,815.00 |
| Reinforcement (1400 lbs.) | All Required | | 560.00 |
| Metal Rail | 63 lin.ft. | 38.00 | 2,394.00 |
| Loose Riprap, Class 100 | 70 cu.yds. | 14.00 | 980.00 |
| Guard Rail, Type 2A | 100 lin.ft. | 5.00 | 500.00 |
| Guard Rail Anchors, Type 2 | 4 only | 290.00 | 1,160.00 |
| Rail End Pieces, Type C | 4 only | 125.00 | 500.00 |
| | | | $41,194.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Temporary Erosion Control (E.W.) | All Required | | $ 100.00 |
| | Subtotal | | $41,294.00 |
| | Engineering | | 5,987.00 |
| | Total | | $47,281.00 |

Length of Structure . . . . . . 0.008 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 6,500.00 | $ 5,082.00 | $ 709.00 | $ 709.00 |
| Structure | 47,281.00 | 36,969.00 | 5,156.00 | 5,156.00 |
| Total | $53,781.00 | $42,051.00 | $5,865.00 | $ 5,865.00 |

Group 1 100%
Contract No.
Prefix No.
Prefix No. P.E. 502-1929

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

File BR. 14575A
CON 8402

August 26, 1976

[illegible]
[illegible] S HUNTER

Mr. Bill Lawson
Devco Engineering, Inc.
Rt. 1, Box 484C
Philomath, OR 97370

Dear Mr. Lawson:

Frazier Creek Bridge
Benton Co.

For the small amount (20 cu. yds.) of Class A Concrete required for this structure, it will not be required to submit samples of aggregate for testing and mix design. A commercial mix providing 3,300 psi concrete will be acceptable.

For the rail post connection shown on Drawing No. 31443, two Richmond concrete inserts, Series EC-2F or approved equal, may be substituted for the two lower anchor bolt and sleeve nut combinations shown. This is in line with our present standard for this detail. If this substitution is made, a Price Agreement should be made up to reimburse the County for the cost savings derived.

Very truly yours,

Walter J. Hart
Bridge Engineer

PMO/ag
cc E. S. Hunter
cc Hamilton Construction Co.
Glen Green-FHWA
C. O. Fredrickson

cp to
Construction
8-27-76

RECEIV
STATE HWY [illegible]
AUG 26 '76
REFER TO
FOR

Noted
[illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

**OREGON STATE HIGHWAY DEPARTMENT**

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: Benton Co. Bd. of Commissioners
Courthouse
Corvallis, OR 97330

Attention of Mr. James Blair
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1597

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** (Preliminary Engineering) Advance Deposit $505.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the preliminary engineering for the Frazier Creek (Independence Road) Bridge, FAS 205 | | $405.00 |
| | | Covered by agreement dated 4/29/75 | | |
| | | To be retained | | $100.00 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution: 502-1929-297 |
| If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 505.00 | Submitted by: Harold Reynoldson<br>Harold Reynoldson |
| Is this a partial or final request for billing? Partial | Approved: Division Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | Approved: Geo N Hopkins<br>G. N. Hopkins Department Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service | |

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

**OREGON STATE HIGHWAY DEPARTMENT**

Form A-101—(7-65)
SP*F294

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: Benton Co. Bd. of Commissioners
Courthouse
Corvallis, OR 97330

Attention of Mr. James Blair
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1596

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** (Construction) Advance Deposit $5,500.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the construction of the Frazier Creek (Independence Road) Bridge, FAS 205 | | $4,000.00 |
| | | Covered by agreement dated 4/29/75 | | |
| | | To be retained | | $1,500.00 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution:<br>502-1088-297 |
| If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,500.00 | Submitted by:<br>Harold Reynoldson<br>Harold Reynoldson |
| Is this a partial or final request for billing? Partial | Approved:<br>Division Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | Approved: George N. Hopkins<br>G. N. Hopkins Department Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service. | |

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

fas 205
Benton Co

August 2, 1976

Benton County
Board of Commissioners
Courthouse
Corvallis, OR 97330

Attn: Mr. James Blair
Director of Public Works

Gentlemen:

On July 29, 1976 a satisfactory bid was received from the Hamilton Construction Company, P.O. Box 658 of Springfield Oregon 97741, for the Frazier Creek (Independence Road) Section, FAS 205. As per the agreement between the State and county, the following advance deposit would be required from the county prior to contract:

| | |
|---|---|
| Bid Costs | $37,025.00 |
| Temporary Erosion Control | 100.00 |
| 4½% Contingencies | 1,670.63 |
| 10% Engineering | 3,712.50 |
| Estimated Total Cost | $42,508.13 |

11% of $42,508.13 = $4,675.89 or say $4,700.00

However on July 27, 1976 our Finance Section received $5,500 from Benton County as the advance deposit for this project. No additional funds are required. The contract is to be awarded at once.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

cc: Phil Stearns

HR:dp

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

FAS 205

ALL CLEAR 6/30/76

Donald L. Roust

ENVIRONMENTAL REVIEW

Section FRAZIER CREEK BRIDGE
Highway FAS 205
County Benton Region 2
Type of Work G. P & Str.
Funds FAS-C

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ No general problems - Stream work covered by permit from Div. State Lands.

DIVISION OF STATE LANDS: Yes - Permit restrictions are covered in the job Special Provisions.

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: Thru DSL

CORPS OF ENGINEERS: N/A if work complete before 7-1-77

DEPT. OF ENVIRONMENTAL QUALITY: Noise - All Clear

OTHER: ARCHAEOLOGICAL STUDY: N/A

Consultant Project

FAS 205 Benton Co

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL [illegible]/OR AUTHORIZATION

| | |
|---|---|
| FEDERAL AID PROJECT NO. | RS-603(1) |
| S[illegible] PROJECT NO. | Frazier Creek Bridge |
| COUNTY NAME | Benton |
| PROGRAM STAGE (Check) | ☐ 1. ☐ 2. |

| | |
|---|---|
| FROM: | G. L. Green, Division Administrator<br>Salem, Oregon |
| PROGRAM NO. | |
| ITEM NO. | RS-60 |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | |
|---|---|
| DATE PS&E APPROVED | |
| DATE AUTHORIZATION EFFECTIVE | 6-24-76 |
| FEDERAL ROUTE NUMBER | Secondary Route 205 |
| STATE ROUTE NUMBER | County Road |

GENERAL LOCATION:

County road 5.5 miles NE of Corvallis

RECEI[illegible]
COUNTY & CITY SECTION
JUL 1 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6-17-76 letter I approve the program change as follows:

1. Miles: Change to read 0.008 under "Construction Work Type".
2. Character of Proposed work (full description): Change to eliminate"----and approaches". Add "County to grade and pave approaches."
3. Estimated Project Cost by Phases: To reflect the reduced scope of work under the construction phase - decrease the total estimated cost of construction to $47,300 with $36,900 Federal funds.
4. Project Data: Change "County to remove...." to read " Remove and dispose of existing bridge".

| | |
|---|---|
| DATE | 6-24-76 |
| SIGNATURE OF APPROVING OFFICIAL | G. K. H[illegible] |
| TITLE | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-485

PRO 6-2

June 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. RS-603(1)
Benton County

We hereby request your approval of a minor program change to Item No. 60, Project No. RS-603(1), "Frazier Creek Bridge Section", as indicated below based on the fact that the County will construct the approaches and the contractor will remove and dispose of the existing bridge.

(1) Miles: Change to read 0.008 under "Construction Work Type".

(2) Character of Proposed Work (full description): Change to eliminate "---- and approaches". Add (County to grade and pave approaches).

(3) Estimated Project Cost by Phases: To reflect the reduced scope of work under the construction phase, decrease the total estimated cost of construction to $47,300 with $36,900 Federal funds.

(4) Project Data: Change "County to remove ----" to read "Remove and dispose of existing bridge".

JLG:md

cc: D. E. Swan

June 10, 1976

Benton County Board of Commissioners
Courthouse
Corvallis, OR 97330

Attn: Bill Flynn
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 567

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Frazier Creek Bridge Section of the Independence Road, FAS 205.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sh
Att.

bc: Don Harwell (agreement att.)

FAS 205
Benton Co

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-603(1)
Project Name Frazier Creek Bridge Section
Independence Road, FAS 205 County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Corvallis, Oregon, this 19th day of May, 1976

County of Benton

County Judge/Chairman

Dale D. Schrock
Commissioner

Larry Callahan
Commissioner

C.C. John Oaks

RECEIVED
COUNTY & CITY SECTION
MAY 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

FAS 205
Benton Co

DEV CO

Phone 929-5718
Route 1, Box 484C
Philomath, Oregon 97370

# DEVCO ENGINEERING, INC.

CIVIL, MUNICIPAL, STRUCTURAL, LAND SURVEYING

May 3, 1976

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

RE[illegible]
COU[illegible]

☐ ENGR. ☐ [illegible] ✓ ☐ [illegible]
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Attention: Mr. Philip Oakley
Bridge Section

Gentlemen:

This letter is written to clarify the items you expressed concern over recently.

Item

1. The bridge railing should be at 6'3" spacing rather than 6'0" as shown. This will be corrected on the final plans.

2. The class of riprap will be 100. The riprap will not require a filter blanket as the anticipated velocity at the face of the riprap will be approximately 5 ft/sec. Inasmuch as the native material is silty clay, the velocity the native material can withstand is approximately 4 ft/sec.[1] A velocity of 5 ft/sec requires a 4 inch diameter. A one foot blanket of riprap should be adequate to reduce the velocity by 1 ft/sec without placing a filter blanket medium between the riprap and native material.

3. The drainage basin above the project site approximately 9200 acres of which 2200 acres is in the Corvallis-Crescent Valley area. The runoff was calculated on this area being urbanized.

4. The existing bridge piling were not utilized due to the backfill pressure from the existing road structure which has caused the piling to begin rotating towards the stream. It was necessary to lengthen the bridge so the old piling could be removed, plus allow for an easier form of the concrete pile cap which would reduce the time the bridge would be closed to traffic.

5. A revised estimate is enclosed, which incorporates comments that you had made.

---

[1] U.S. Department of Agriculture, Soil Conservation Service "Engineering Field Manual", 1969.

RECEIVED
MAY 5 1976
BRIDGE SECTION

6. The bridge deck will be the 18 inch or 21 inch deck not the 26 inch deck as shown.

If additional information is required, please contact us at any time.

Sincerely,

Neal L. Peterson, P.E.
General Manager

Enclosures

NLP/jc

RECEIVED
MAY 5 1976
BRIDGE SECTION

(Revised)

# PRELIMINARY ESTIMATE
for
FRAZIER CREEK BRIDGE

| | Item | Quantity | Units | Unit Price | Total |
|---|---|---|---|---|---|
| 1. | Mobilization | | L.S. | | $2,500 |
| 2. | Supply Pile Driving Equipment | | L.S. | | 2,400 |
| 3. | Supply Treated Timber Piles | 20 | Each | $125/each | 2,500 |
| 4. | Drive Timber Piles | 20 | Each | $110/each | 2,200 |
| 5. | Reinforced Concrete Pile Cap | 11 | Cu.Yd. | $160/yd$^3$ | 1,760 |
| 6. | Prestressed Slab in place | 9 | Each | $1550/each | 13,950 |
| 7. | Bridge Railing | 85 | L.F. | $40/foot | 3,400 |
| 8. | Guard Rail, Rail Ends, etc. | 75 | L.F. | $55/foot | 4,125 |
| 9. | Remove Existing Bridge | | L.S. | | 4,000 |
| 10. | Excavation | 100 | Cu.Yd. | $4.50/yd$^3$ | 450 |
| 11. | Rip Rap Class 100 | 85 | Cu.Yd. | $14/yd$^3$ | 1,190 |
| 12. | Rock and Asphalt | | L.S. | | 1,400 |
| | | | | TOTAL | $39,875 |

RECEIVED
MAY 5 1976
BRIDGE SECTION

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS 03(1)

STATE PROJECT NO.: Frazer Creek Bridge

| | | |
|---|---|---|
| **FROM:**<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO.: | COUNTY NAME: Benton |
| | ITEM NO.: RS-60 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

**TO:**

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Ack | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 4/15/76 | 4/15/76 | Secondary Route 205 |
| | | STATE ROUTE NUMBER: County Road |

GENERAL LOCATION: County Road 5.5 miles NE of Corvallis (Independence Road)

GENERAL DESCRIPTION OF WORK: One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8/5/75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/13/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $70,000, Federal funds $54,700 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved 5/13/70 this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4/15/76 | G. K. Hassner for | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

PRO 6-2

April 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

NAL SIGNED BY
D. E. SWAN

FROM for L. W. Rullen
Project Management Engineer

SUBJECT Project No. RS-603(1)
Frazier Creek Bridge Section

We hereby request your authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project as programed at an estimated total cost of $70,000 with obligation of $54,700 in federal funds.

CL:ljt

cc: D. E. Swan
H. Reynoldson

fas 205
Benton Co

March 5, 1976
(date)

Mr. James Blair
Director of Public Works
Benton County Courthouse
Corvallis, OR 97330

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

**Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.**

Highway FAS 205, Independence Road

Section Frazier Creek Bridge Section: Grade, Pave, Structure

**Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒**

**If answer is yes, please list organizations:**

RECEIVED
COUNTY & CITY SECTION
MAR 17 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ OE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

3-11-76
(date)

By James E. Blair
Director of Public Works

By
Commissioner

By Dale D. Schrock
Commissioner

cc: Duane Kieling,
Proj Mgt

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Frazier Creek Bridge
Highway: F.A.S. 205
County: Benton
Prefix: 502-1929
Res. Engr:

Date January 27, 1976
Ten Year Traffic Coefficient 8.0
18 kip s.a. per day 95.3
R value 11
Frost Penetration -------------
CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 2.0" | A.C.(F.A.) | 4.0 |
| 4.0" | A.C.(I) | 8.0 |
| 13.0" | A.B. | 13.0 |
| 19.0 | | 25.0 |

RECEIVED
STATE HWY ENGR
JAN 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

8402

Contract # 8402

FORM 81 734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

October 22, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Frazier Creek Bridge
Independence Highway
County Road No. 14430
Benton County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

Approved 10/22/75

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO
FOR
Info Inves R.D D.R Sec Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

# *Memorandum*

DATE: October 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Project Assessments (See Below)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The project assessments submitted with Mr. Rulien's September 15 and 29 letters have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

cy Schroeder

✓ Project RS-603(-)
Frazier Creek Bridge
Benton County

Project RS-605(-)
Old Oregon Coast Hwy-Salmon River Hwy
North Bank Road
Lincoln County

Project OS-2900(-)
Burton Bridge Section
Tillamook River Road
Tillamook County

OCT 17 1975

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 24, 1975

## A. PROJECT IDENTIFICATION

Name of Project Frazier Creek Bridge (Section) RS-603(-)

Location of Project Independence Highway; County Road No. 14430 (Highway Name) (FAS 205) (Highway No., US - ORE)

(City) Benton (County) II (Region)

Program Federal-Aid Secondary (Funding) $65,000 (Estimated Cost) 502-1929 (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace existing deteriorated bridge on Frazier Creek, 0.61 mile north of US Highway 20 on the Independence Highway. Headwalls and piling are failing on existing bridge. Damage discovered through local bridge inspection program.

Origin and History: This bridge was constructed of wood in 1960. Three years ago deterioration and failing of the south bulkhead was noticed. The condition causes frequent surface patching. It has been scheduled for replacement since that time. Project initiated by recommendation of County Engineer to Board of Commissioners at time of Federal application.

## C. DESCRIPTION OF PROJECT

Length 50 feet long by 40 feet wide.

Termini The bridge site is on Independence Road (FAS 205) approximately 0.61 mile north of the intersection of Independence Rd. and the Albany-Corvallis Highway (US 20).

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Project Assessments (See Below)

FROM G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The project assessments submitted with Mr. Rulien's September 15 and 29 letters have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during project development.

William F. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

✓ Project RS-603(-)
Frazier Creek Bridge
Benton County

Project RS-605(-)
Old Oregon Coast Hwy-Salmon River Hwy
North Bank Road
Lincoln County

Project OS-2900(-)
Burton Bridge Section
Tillamook River Road
Tillamook County

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO
Rulien
FOR

RECEIVED
COUNTY & CITY SECTION
OCT 24 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OCT 1

BEN GIFFORD

Description of Project (cont.)

**Right-of-Way** (acreage and type of land use) No new right-of-way is required; 60 feet presently available.

**Typical Section** Existing highway provides 10-foot travel lanes with 2-foot paved shoulders.

**Structures** Prestressed concrete slab on spread footing or piling. Tentative design is for a structure 50 feet long and 40 feet wide.

**Characteristics** (ADT) ADT is approximately 2,000 vehicles with a heavy concentration of semi-trailers.

**Other General Information** (or Supplemental information to items)
This route provides a short-cut for southbound traffic on Highway 99W to go to Albany, as a result this bridge is subject to a relatively large amount of heavy truck traffic. The south bulkhead is in a badly deteriorated condition, necessitating frequent surface patching. Bridge may receive load limit if not corrected soon.

**Project Sketch Map is Attached:** ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

A change in location for this bridge is not recommended. Culverts could feasibly be used but the reinforced concrete bridge appears to be more economical.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

**Public Hearing(s) Schedule:** ☒ Not Required ☐ Required ☐ Recommended

**Type** ______ **Tentative Date(s)** ______

**A-95 Review:** ☐ Not Required ☒ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural** (Topography, Flora, Soils, Water Features, Drainage, etc.)

The general topography of the area is flat to rolling, with the extreme reaches of the drainage area considered hilly. The general area is underdeveloped pastureland and wheat fields. The surface soil being Bashaw Clay (an alluvial clay). Permeability is very slow and surface runoff is slow to pond. In the summer (anticipated construction season) the creek is virtually dry with no flow in the area of the proposed project. Surrounding land is farmed for grass and grain crops.

There are no known anadromous or resident fish within the stream, though some strays from the Willamette River may find their way up this creek.

**Cultural** (Land Use, Noise, Air Esthetics, Utilities, etc.)

The environmental effects on land use, noise and air esthetics is negligible except for temporary normal construction operations. Temporary re-routing of traffic will most probably be necessary for a short period, not to exceed two weeks. Untility companies (electricity, telephone and natural gas) will likely be required to relocate utility lines in the vicinity of the proposed bridge.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None

   Consequences:

2. Estimated Changes in Traffic Patterns:

   Temporary rerouting.

   Consequences:
   May cause inconvenience to regular users and nearby residents, but alternate route is available and continuous access will be maintained by use of temporary detours; trucks may be discouraged, temporarily, from using this "short-cut."

3. Estimated Changes in Land Use:

   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None foreseeable

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Temporary construction operations.

   Consequences:

   None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None apparent

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

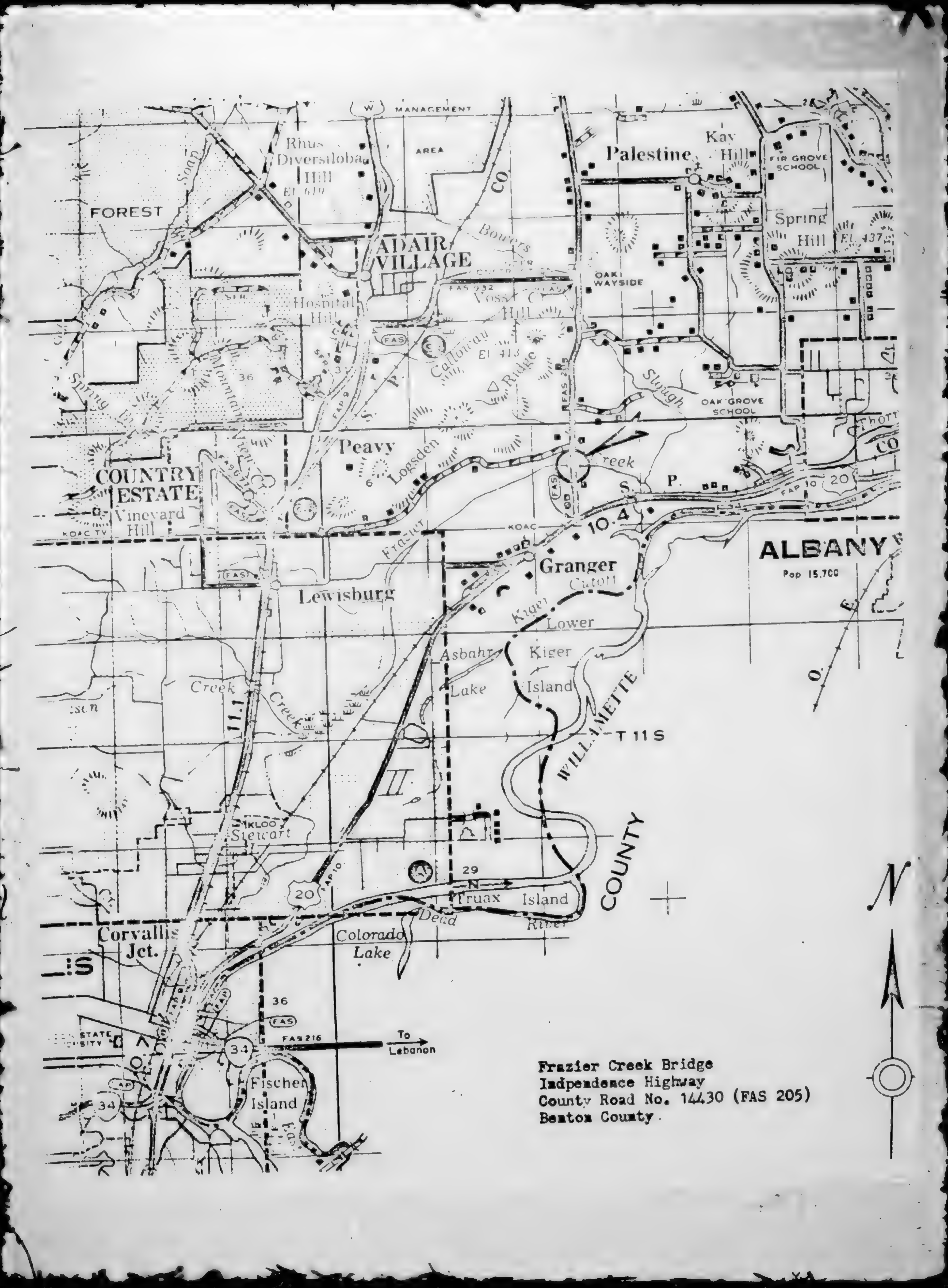
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________


MANAGEMENT
AREA
Rhus Diversiloba Hill
El 610
FOREST
Palestine
Kay Hill
FIR GROVE SCHOOL
Spring Hill
El 437
ADAIR VILLAGE
Bowers
OAK WAYSIDE
Hospital Hill
Voss Hill
FAS 932
Calloway Ridge
El 413
FAS 205
Slough
OAK GROVE SCHOOL
Peavy
Logsden
Creek
S. P.
COUNTRY ESTATE
Vineyard Hill
KOAC TV
KOAC
10.4
20
ALBANY
Pop 15,700
Frazier
Granger
Cutoff
Lewisburg
Lower Kiger Island
Kiger
Asbahr Lake
WILLAMETTE
T 11 S
Creek
11.1
KLOO
Stewart
COUNTY
29
Truax Island
Dead River
Corvallis Jct.
Colorado Lake
36
FAS 216
To Lebanon
34
Fischer Island
STATE
N

Frazier Creek Bridge
Indpendence Highway
County Road No. 14430 (FAS 205)
Benton County

September 23, 1975

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

Attention: Bill Flynn
Director of Records

CONTRACTS and
AGREEMENTS No. 544

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the bridge over Frazier Creek on the Independence Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

H. A. Schell
Division Bridge Engineer
FHWA, Box 300
Salem, Oregon 97308

September 5, 1975

John H. Wood
Bridge & Sign Maintenance Engineer

Benton County Bridges
Your reference 1041BR/407.3

We do not receive 100% cooperation from the counties in supplying us with inspection reports. The latest ones on file for the Evergreen Creek Bridge and Frazier Creek Bridge are dated 1971.

The partial pile bearing at Frazier Creek was apparently brought to the attention of the County Engineer by the inspector. A note at the bottom of the report indicates a belief that the bridge was built that way.

There is nothing on the inspection reports that indicates the bridges are posted or need posting. Copies of the reports are attached as per your request.

MAINTENANCE ENGINEER
RECEIVED
SEP 08 1975
AME AME CE
AME TS

JHW: dlm
cc: H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
SEP 8 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

## BRIDGE INSPECTION REPORT

BRIDGE TYPE [illegible] NAME [illegible] Creek HWY. NO. 1-G MILE POST ______
CROSSING (OVER, UNDER) ______ COUNTY ______ FAP NO. 830 BRIDGE NO. 14191
DISTRICT 4 YEAR BUILT [illegible] PHOTOS 2 DATE 10-27-71 INSPECTOR John G. [illegible] (97)

### OBSERVATIONS

| SUBSTRUCTURE (60) | Condition Rating | SUPERSTRUCTURE (59) | Condition Rating | DECK (58) | Condition Rating |
|---|---|---|---|---|---|
| 1. Abutments - Wings [illegible] | 7 | 1. Bearing Devices | — | 1. Wearing Surface | — |
| Backwall | | 2. Stringers | | 2. Deck - Structural Condition | 8 |
| Footing | | 3. Girders or Beams | — | 3. Curbs | 8 |
| Piles | | 4. Floor Beams | — | 4. Median | — |
| Erosion | | 5. Truss - General | — | 5. Sidewalks | — |
| Settlement | | Portals | | 6. Parapet | — |
| 2. Piers or Bents - Caps | | Bracing | | 7. Railing | 8 |
| Column | | 6. Paint | | 8. Paint | 7 |
| Footing | — | 7. Machinery (Movable Span) | | 9. Drains | 8 |
| Piles | | 8. Rivets or Bolts | 7 | 10. Lighting Standards | — |
| Scour | | 9. Welds - Cracks | — | 11. Utilities | — |
| Settlement | | 10. Rust | 7 | 12. Joint Leakage | — |
| 3. Pile Bents | | 11. Timber Decay | | 13. Expansion Joints or Devices | — |
| 4. Concrete Cracking or Spalling | | 12. Concrete Cracking | — | 14. Record Elevations: | |
| 5. Steel Corrosion | | 13. Collision Damage | | Gutterline @ ℄ Bearings | |
| 6. Timber Decay, etc. | | 14. Deflection under Load | 8 | @ ℄ Spans | |
| 7. Debris on Seats | 8 | 15. Alignment of Members | 8 | INSPECTOR'S CONDITION RATING (58) | 7 |
| 8. Paint | 7 | 16. Vibrations under Load | 8 | APPROACH ALIGNMENT (65) | |
| 9. Collision Damage | — | | | 1. Alignment | 8 |
| INSPECTOR'S CONDITION RATING (60) | 7 | INSPECTOR'S CONDITION RATING (59) | 8 | 2. Approach Slab | 8 |
| CHANNEL & CHAN. PROTECT. (61) | | CULVERTS & RETAIN. WALLS (62) | | 3. Relief Joints | — |
| 1. Channel Scour | | 1. Barrel | | 4. Approach - Guardrail | — |
| 2. Embankment Erosion | | Concrete | | Pavement | 8 |
| 3. Drift | | Steel | | Embankment | 8 |
| 4. Vegetation | | Timber | | INSPECTOR'S CONDITION RATING (65) | 8 |
| 5. Channel Change | | 2. Headwall | | RATED LOADING (66) | |
| 6. Fender System | — | 3. Cutoff Wall | | 1. Posted Loading | — |
| 7. Spur Dikes & Jetties | — | 4. Adequacy | | 2. Legibility | — |
| 8. Riprap | | 5. Debris | | 3. Visibility | — |
| 9. Adequacy of Opening | | | | | |
| INSPECTOR'S CONDITION RATING (61) | 8 | INSPECTOR'S CONDITION RATING (62) | — | INSPECTOR'S CONDITION RATING (66) | — |

**REMARKS** (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

(58) Water [illegible] Leaking thru [illegible] Deck

### MAINTENANCE AND BETTERMENT RECOMMENDATIONS

| PREFIX | ITEM | ESTIMATED COST | | REPAIRS COMPLETE |
|---|---|---|---|---|
| | | Maintenance | Betterment | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

FORM B-664 (5-71)

## OREGON STATE HIGHWAY DIVISION

## BRIDGE INSPECTION REPORT

BRIDGE TYPE Timber NAME FRAZIER CREEK HWY. NO. 43-A MILE POST
CROSSING (OVER, UNDER) COUNTY [illegible] FAP NO. [illegible] BRIDGE NO. [illegible]
DISTRICT 4 YEAR BUILT 60 PHOTOS 3 DATE 11-1-71 INSPECTOR John G[illegible] (97)

### OBSERVATIONS

| SUBSTRUCTURE (60) | Condition Rating |
|---|---|
| 1. Abutments - Wings | |
| Backwall | — |
| Footing | — |
| Piles | 7 |
| Erosion | — |
| Settlement | |
| 2. Piers or Bents - Caps | |
| Column | — |
| Footing | — |
| Piles | — |
| Scour | |
| Settlement | |
| 3. Pile Bents | — |
| 4. Concrete Cracking or Spalling | — |
| 5. Steel Corrosion | — |
| 6. Timber Decay, etc. | 8 |
| 7. Debris on Seats | — |
| 8. Paint | — |
| 9. Collision Damage | |
| INSPECTOR'S CONDITION RATING (60) | |
| **CHANNEL & CHAN. PROTECT. (61)** | |
| 1. Channel Scour | 8 |
| 2. Embankment Erosion | 8 |
| 3. Drift | 8 |
| 4. Vegetation | 8 |
| 5. Channel Change | 8 |
| 6. Fender System | — |
| 7. Spur Dikes & Jetties | — |
| 8. Riprap | — |
| 9. Adequacy of Opening | — |
| INSPECTOR'S CONDITION RATING (61) | |

| SUPERSTRUCTURE (59) | Condition Rating |
|---|---|
| 1. Bearing Devices | |
| 2. Stringers | |
| 3. Girder or Beams | |
| 4. Floor Beams | |
| 5. Trusses - General | |
| Portals | — |
| Bracing | — |
| 6. Paint | — |
| 7. Machinery (Movable Spans) | — |
| 8. Rivets or Bolts | — |
| 9. Welds - Cracks | — |
| 10. Rust | — |
| 11. Timber Decay | 8 |
| 12. Concrete Cracking | — |
| 13. Collision Damage | — |
| 14. Deflection under Load | 8 |
| 15. Alignment of Members | — |
| 16. Vibrations under Load | 8 |
| | |
| INSPECTOR'S CONDITION RATING (59) | 8 |
| **CULVERTS & RETAIN. WALLS (62)** | |
| 1. Barrel | |
| Concrete | |
| Steel | |
| Timber | |
| 2. Headwall | |
| 3. Cutoff Wall | |
| 4. Adequacy | |
| 5. Debris | |
| | |
| INSPECTOR'S CONDITION RATING (62) | |

| DECK (58) | Condition Rating |
|---|---|
| 1. Wearing Surface | 8 |
| 2. Deck - Structural Condition | 8 |
| 3. Curbs | — |
| 4. Median | — |
| 5. Sidewalks | — |
| 6. Parapet | — |
| 7. Railing | 8 |
| 8. Paint | 7 |
| 9. Drains | 7 |
| 10. Lighting Standards | — |
| 11. Utilities | — |
| 12. Joint Leakage | 7 |
| 13. Expansion Joints or Devices | — |
| 14. Record Elevations: | |
| Gutterline @ ℄ Bearings | |
| @ ℄ Spans | |
| INSPECTOR'S CONDITION RATING (58) | 7 |
| **APPROACH ALIGNMENT (65)** | |
| 1. Alignment | 8 |
| 2. Approach Slab | 7 |
| 3. Relief Joints | — |
| 4. Approach - Guardrail | — |
| Pavement | 8 |
| Embankment | 8 |
| INSPECTOR'S CONDITION RATING (65) | 7 |
| **RATED LOADING (66)** | |
| 1. Posted Loading | |
| 2. Legibility | |
| 3. Visibility | |
| | |
| INSPECTOR'S CONDITION RATING (66) | |

### REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

[illegible]
[illegible] 22.5
[illegible] Need Cleaning
[illegible]
[illegible] Small [illegible]

### MAINTENANCE AND BETTERMENT RECOMMENDATIONS

| PREFIX | ITEM | ESTIMATED COST | | REPAIRS COMPLETE |
|---|---|---|---|---|
| | | Maintenance | Betterment | |
| (60) 1 Piles | Piling [illegible] split during construction. No maintenance is [illegible]. H. Kers, Co. [illegible] | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 29, 1975

In reply refer to: 1041BR/407.3

SUBJECT: Oregon Project RS-477(4)
Evergreen Creek
Oregon Project ROS-603(1)
Frazier Creek

FROM : H. A. Schell, Division Bridge Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. C. O. Fredrickson

On July 23, 1975, we reviewed the existing structures at Evergreen Creek and Frazier Creek that are to be replaced by Benton County in the near future. We found the structure at Evergreen Creek to be posted at "5 Tons" and this does not seem to be commensurate with the structural conditions. The structure at Frazier Creek was not posted but had only partial pile bearing on the cap supporting the timber deck. Much distress was evident in the backwall. It would appear to us that "posting" might be desirable on this structure if it is not repaired soon and that it is entirely possible with the coming rains that the backwall will fail and a considerable chuckhole will be experienced at the end of the bridge.

The deficiencies on the two structures do not appear to be consistent with respect to posting and we question whether the county has given this phase of their inspection program enough thought. Please furnish us with the county's inspection reports.

HASchell
H. A. Schell

RECEIVED
STATE HWY ENGR
SEP 2 '75
REFER TO
FOR

Orig

| Info | Inves | R.D | D.R | Sgn | Att | |
|---|---|---|---|---|---|---|
| | | | ✓ | | ✓ | |

FAS 205, Benton Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-603(1)

STATE PROJECT NO. Frazier Creek Bridge Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-60

COUNTY NAME Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE August 5, 1975

FEDERAL ROUTE NUMBER Secondary Route 205

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road 5.5 miles NE of Corvallis (Independence Road).

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering under Consultant Agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) All phases of preliminary engineering.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of August 5, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's July 8, 1975 letter you are authorized to proceed with all phases of preliminary engineering with portions to be performed by Consultant Agreement at a total estimated cost of $5,000.00 - federal funds $3,900.00.

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☐ ENGR. ☐ COOR. ☑ GE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

DATE 8-5-75

SIGNATURE OF APPROVING OFFICIAL CR Burghardt for

TITLE Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8-5-75

BY (Signature): L. W. Rulien's July 8, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

~~STAGE XX~~ ITEM NOS. 60 THRU ____

~~XXXXXX~~ ITEM NOS. ____ THRU ____

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** |
|---|---|---|---|---|
| 60 | RS-603(1) | 0.04 | 75,000 | 58,600 |

OTHER IDENTIFICATION AND/OR REMARKS (State)

| Location | Work |
|---|---|
| Frazier Creek Bridge Section. Benton County, State of Oregon. | Preliminary Engineering and one bridge. |

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

I concur that this project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

RECOMMENDED

| DATE | SIGNATURE AND TITLE |
|---|---|
|  |  |

APPROVED

| DATE | SIGNATURE AND TITLE |
|---|---|
| 8-5-75 | CR Burghardt<br>G.L.Green, Division Engineer |

** * Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067:

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. July 8, 1975

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 5.5 mi. N.E. of Corvallis | ADT | PRESENT<br>1,400* | FUTURE<br>2,500 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E. and one bridge | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S)<br>RS- | NUMBER<br>603 |

| | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Benton | CODE<br>00 |
| | NAME OF URBAN AREA<br>- - - | ROUTE NO. S FEDERAL-AID<br>205 | STATE<br>Co. Rd. U.S.<br>-- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (75) | | |
| 5 | | | | | PE | | Co. Rd. 5.5 mi. N.E. of Corvallis (Independence Road) | 0.04 | 5,000 | 3,900 | 550 | 550 (Co.) |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE) X080 | | "Frazier Creek Bridge Section" | 0.04 | 70,000 | 54,700 | 7,650 | 7,650 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.04 | 75,000 | 58,600 | 8,200 | 8,200 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

*DHV - 170

AUG 5 1975
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ CCOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 8, 1975

| (typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| mi. N.E. of Corvallis | | 1,400* | 2,500 | 95 | 10 | Oregon | 41 | 075 | 60 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | RS- | 603 | (1) | |

PROJECT NUMBER

ndary

COUNTY NAME: Benton — CODE: 003

ROUTE NO. S — FEDERAL-AID: 205 — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| Co. Rd. 5.5 mi. N.E. of Corvallis (Independence Road) | 0.04 | 5,000 | 3,900 | 550 | 550 (Co.) | P.E. all phases; Const. reinf. concrete bridge (L-50') and approaches |
| | | | | | | |
| "Frazier Creek Bridge Section" | 0.04 | 70,000 | 54,700 | 7,650 | 7,650 (Co.) | ROW - 60' min.; Access Control-None; Parking Restrictions-None. |
| PROJECT TOTALS | 0.04 | 75,000 | 58,600 | 8,200 | 8,200 (Co.) | |

*DHV - 170

REMARKS

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ CCOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(over)

USCOMM DUSCOMM-DC 48308-P61

## Frazier Creek Bridge Section
## Project No. RS-603(1)

Existing Facility:  Timber pile trestle; L 25'; H.C. 24'

Adjacent Section:  20-foot oil mat surface with 2-foot gravel shoulders.

Project Data:  Work under this project consists of the following:

1. Preliminary engineering, all phases.
2. Construct, on existing alignment, a reinforced concrete bridge 50 feet in length having a horizontal clearance of 40 feet; grade and pave approaches, install guardrail and riprap. County to remove and dispose of existing bridge.

NOTE:  Portions of the preliminary and construction engineering will be accomplished by the consultant engineering firm of Devco Engineering, Inc.

Exceptions to Minimum Standards:  None

Relocation Assistance Payments:  None required

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:  None involved.

IM 50-1-70 Requirements:  Exempt from State clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements:  Non-major action project.

FHPM 7-7-5 Requirements:

a. Public Hearing--None re
Oregon Action Plan (Cat

b. Location/Design--Not a
development of this pro

Route Data:  This is a farm-to-market road, school bu

Control of Utilities:  The State does not have, at th
authority to control the use of utilities on the righ
project.  A State-County agreement is being prepared
paragraph 6d(1) of PPM 30-4.1.

NOTE:  This project is in Congressional District No.

## Frazier Creek Bridge Section
## Project No. RS-603(1)

estle; L 25'; H.C. 24'

surface with 2-foot gravel shoulders.

oject consists of the following:
ll phases.

ument, a reinforced concrete bridge
horizontal clearance of 40 feet;
install guardrail and riprap.
se of existing bridge.

y and construction engineering will
sultant engineering firm of Devco

None

None required

s, Water Developments, Historical
olved.

from State clearinghouse and
iew under working agreements.

FHPM 7-7-2 Requirements: Non-major action project.

FHPM 7-7-5 Requirements:
a. Public Hearing--None required under Oregon Action Plan (Cat. 3 Project)
b. Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 1.

FAS 205
Benton Co

July 31, 1975

Mr. James Blair
Director of Public Works
360 S. W. Avery Avenue
Corvallis, Oregon 97330

RE: Frazier Creek (Independence Road) Bridge
FAS 205
Benton County

Dear Mr. Blair:

Please substitute this enclosed copy of page three of the Preliminary Engineering Agreement for this project. We have changed the consultant fees from $4,400 to $2,421 as stated in the Consultant Agreement.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:geh

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

PRO 6-2

July 8, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-603(1)

We are submitting program data for one project, Item No. 60, Project No. RS-603(1), "Frazier Creek Bridge Section," which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

It is the present intention to perform the preliminary, as well as construction engineering work under consultant agreement with the firm of "Devco Engineering, Inc." with required supervision and contracting by State forces. Two copies of the proposed consultant agreement are enclosed for your approval.

We request your concurrence that this project falls in the classification of non-major action as set forth in FHPM 7-7-2, para. 10a.

We further request authorization to proceed with all phases of the preliminary engineering.

CL:ljt
Encl.

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

July 8, 1975

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 5.5 mi. N.E. of Corvallis<br>21 65 | ADT | PRESENT<br>1,400* | FUTURE<br>2,500<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E. and one bridge<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER | PREFIX LETTER(S)<br>RS-<br>14 23 | NUMBER<br>603 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Benton | | | | CODE<br>00 |
| | NAME OF URBAN AREA<br>- - -<br>17-31 | ROUTE NO. S | FEDERAL-AID<br>205<br>(32) | STATE<br>Co. Rd.<br>(36) | U.S.<br>--<br>(37) | |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | Co. Rd. 5.5 mi. N.E. of Corvallis (Independence Road) | 0.04 | 5,000 | 3,900 | 550 | 550 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>X080 | | "Frazier Creek Bridge Section" | 0.04 | 70,000 | 54,700 | 7,650 | 7,650 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.04 | 75,000 | 58,600 | 8,200 | 8,200 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

*DHV - 170

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

July 8, 1975

| ATION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| ., 5.5 mi. N.E. of Corvallis | | 1,400* | 2,500 | 95 | 10 | Oregon | 41 | 075 | 60 |

| typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | RS- | 603 | (1) | |

Secondary

COUNTY NAME: Benton CODE: 003

- - -

ROUTE NO. S FEDERAL-AID 205 STATE Co. Rd. U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

| | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| | | Co. Rd. 5.5 mi. N.E. of Corvallis (Independence Road) | 0.04 | 5,000 | 3,900 | 550 | 550 (Co.) | P.E. all phases; Const. reinf. concrete bridge (L-50') and approaches |
| | | | | | | | | |
| | | "Frazier Creek Bridge Section" | 0.04 | 70,000 | 54,700 | 7,650 | 7,650 (Co.) | ROW - 60' min.; Access Control-None; Parking Restrictions-None. |
| | | PROJECT TOTALS | 0.04 | 75,000 | 58,600 | 8,200 | 8,200 (Co.) | |

*DHV - 170

REMARKS

(over)

USCOMM DUSCOMM-DC 48908-P61

## Frazier Creek Bridge Section
## Project No. RS-603(1)

Existing Facility: Timber pile trestle; L 25'; H.C. 24'

Adjacent Section: 20-foot oil mat surface with 2-foot gravel shoulders.

Project Data: Work under this project consists of the following:

1. Preliminary engineering, all phases.
2. Construct, on existing alignment, a reinforced concrete bridge 50 feet in length having a horizontal clearance of 40 feet; grade and pave approaches, install guardrail and riprap. County to remove and dispose of existing bridge.

NOTE: Portions of the preliminary and construction engineering will be accomplished by the consultant engineering firm of Devco Engineering, Inc.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None required

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project.

FHPM 7-7-5 Requirements: a. Public Hearing--None
Oregon Action Plan (

b. Location/Design--Not
development of this

Route Data: This is a farm-to-market road, school

Control of Utilities: The State does not have, at
authority to control the use of utilities on the r
project. A State-County agreement is being prepare
paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District

## Frazier Creek Bridge Section
## Project No. RS-603(1)

ber pile trestle; L 25'; H.C. 24'

oot oil mat surface with 2-foot gravel shoulders.

er this project consists of the following:
neering, all phases.

sting alignment, a reinforced concrete bridge
n having a horizontal clearance of 40 feet;
pproaches, install guardrail and riprap.
and dispose of existing bridge.

preliminary and construction engineering will
by the consultant engineering firm of Devco
.

andards: None

ayments: None required

Railroads, Water Developments, Historical
None involved.

Exempt from State clearinghouse and
A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project.

FHPM 7-7-5 Requirements:
a. Public Hearing--None required under Oregon Action Plan (Cat. 3 Project)

b. Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, school bus and mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 1.

fas 205
Benton Co

FORM E-90

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 24, 1975

TO Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT FAS Program Request

County: Benton

Section: Frazier Creek (Independence Road) Bridge. FAS 205

Termini: Approximately 5.5 northeasterly of the City of Corvallis and approximately 0.6 mile north of the junction with FAP-10.

Proposed Work: P.E. and Structure.

Project Length: Approximately 100 feet

Costs:

| | Total | Federal | State | County |
|---|---|---|---|---|
| Construction: | $75,000 | $58,500 | $8,250 | $8,250 |

Existing Facilities: Pile trestle structure 25 feet long with a 24-foot roadway.

Adjacent Sections:

North/[redacted] End:
South/[redacted] End: 20-foot oil mat with 2-foot gravel shoulders.

Project Data:
(1) All phases of Preliminary Engineering.
(2) Construct a reinforced concrete bridge approximately 50 feet long with a 40-foot roadway on the existing alignment. No sidewalks. Contractor is to also construct the approaches and connections, place rip rap, and install guardrail. Provisions are to be made for gas lines, power lines and telephone lines on the structure. The engineering, both P.E. and construction, are to be done by a consulting engineering firm (Devco Engineering, Philomath, Oregon). County to remove and dispose of the existing bridge.

☑ ENGR. ☐ ASST ☑ OE ☑ AE ■ UE
☑ UPE ☒ CE ☒ RE ☑ RPE ☐

Right-of-Way: 60 feet minimum. Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviations from standards.

System Action: Completed.

Route Data: Heavily travelled farm-to-market road, also is a school bus and mail route.

Public Hearing: Not required.

Hearing Certification: None.

Environmental Statement: To be written.

Park and Recreation Area Affected: No.

Relocation Assistance: No one moved.

Social, Economic, & Environmental Effects Considered: Yes.

Location and Design Approved: Not a factor, same location and does not change function.

Clearinghouse Approved: Exempt per working agreement.

Council of Governments: Exempt per working agreement.

Approved by Department of Transportation: 4/29/75

| ADT: | DHV: |
|---|---|
| 1975--1400 | 1975--170 |
| 1995--2500 | 1995--300 |

HR:geh

Attachment

# AGREEMENT

THIS AGREEMENT, made and entered into by and between BENTON COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Devco Engineering, Inc., Consulting Engineers, an Oregon corporation, located at Rt.1, Box 494C, Philomath, Oregon, 97370, acting by and through its company officers, hereinafter called "Consultants"; and dated APRIL 29, 1975.

## WITNESSETH

RECITALS:

WHEREAS the County proposes to construct a bridge over Frasier Creek where the bridge will be part of a Federal Aid Secondary Highway Project, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, and will have properly trained and experienced personnel available to perform the services within the prescribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

## 1. DESCRIPTION OF WORK TO BE ACCOMPLISHED

### A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans and foundation data.

2. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with the procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation.

3. The Consultant shall prepare a vicinity map showing topography and all utilities, establish horizontal alignment and establish vertical controls.

4. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

   The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

   The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

The Consultants shall prepare environmental impact statement if required.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

5. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

   a. Field notes of all surveys (if requested by the State).
   b. Field notes for all survey references ties.
   c. Field notes for all required investigations (if requested by the State).
   d. Original drawings and tracings of profile sheets and structure plans.
   e. Construction cost estimate.
   g. Special provisions.

6. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering as follows:

   a. Furnish all lines and grades.
   b. Check and approve all shop drawings and rebar details.
   c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure.
   d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.

   e. Prepare weekly construction reports and monthly estimates.
   f. Prepare necessary change orders and price agreements.
   g. Conduct final inspection.
   h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish ADT Survey data.

2. State.

   a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

      Materials sampling, testing and analysis as required;
      Review and approval of location studies, and preliminary plans;
      Review and approval of Consultants' plans, estimates and special provisions;
      Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

   b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

      Materials sampling, testing and analysis, if required;
      Inspection of prestress concrete beams and concrete batch plant, as required;
      Furnish copies of test reports and other data to the Consultant.

   c. Following award of a contract, the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least two scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The two conferences will consist of the following:

1. Preliminary design conference.
2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

### D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

### E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

## II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the County, an extension of time is warrented due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

## III. PAYMENT.

### A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $ 4580.16 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.5.

### B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $ 2919.84 except as stipulated in IV.E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

No retained percentages will be withheld from the Consultants' bills.

C. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective office at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

## IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contract without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS.

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

## F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminated this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes".

## G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

## H. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

    a. Employ or retain, or agree to employ or retain, any firm or person, or

    b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

## I. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (Hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The Consultants shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

   b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

## J. CONFLICTS OF INTEREST.

The following sections of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

K. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

L. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees, and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

M. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

N. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A": Executed Certification of Consultant.
Exhibit "B": Requirement for Contract Drawings.
Exhibit "C": Preliminary Engineering Costs and Supporting Data.
Exhibit "D": Construction Engineering Costs.
Exhibit "E": Standard Public Contract Provisions.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST:

SEAL

BENTON COUNTY, by and through its
County Board of Commissioners

By Larry Callahan

By

By Dale D. Schrock

APPROVAL:

DEVCO ENGINEERING, INC.
Consulting Engineers

E S Hunter
Oregon State Highway Division

By
General Manager

Exhibit "A"

State Contract No. ________
Federal Aid Project ________
State ________

## EXHIBIT "A"

## CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and duly authorized representative of the firm of Devco Engineering, Inc., whose address is Rt. 1, Box 484C, Philomath, Oregon, 97370, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

APRIL 29, 1975
Date

Signature

Exhibit "A"
Page 2 of 2

## CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the ASSISTANT STATE HIGHWAY ENGINEER of the Highway Division of the State of Oregon, and that the above consulting firm or its representative has not been required directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

6-19-75
Date

ES Hunter
Signature

Exhibit "B"
Page 1 of 2

## REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

### I. INFORMATION REQUIRED.

### A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. NorthArrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encountered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

Exhibit "B"
Page 2 of 2

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

Exhibit "C"
Page 1 of 4

## PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes; and contributions for social security, and employment compensation insurance. These salary costs approximate 9 percent of base salary.

Exhibit "C"
Page 2 of 4

Data For Establishing Fee (Expressed as a percentage of payroll project costs)

## Direct Overhead Costs on Personnel

| | |
|---|---|
| F.I.C.A. | 5.85% |
| Workman's Comp. & Unemployment | 3.28% |
| | 9.13% |

## Indirect Cost to Projects

| | |
|---|---|
| Supervision | 7.50 |
| Supplies | 4.62 |
| Rent & Utilities | 9.03 |
| Printing Expense | 1.49 |
| Legal & C.P.A. Expense | 2.11 |
| Depreciation | 5.73 |
| Dues & Memberships | .47 |
| Travel & Expense | 7.74 |
| Interest Expense | .24 |
| Miscellaneous Expense | 2.11 |
| | 41.04% |

## CHARGEABLE RATES

Effective June 1975

| Job Description | Base Rate | Direct O.H. Cost | Chargeable Rate |
|---|---|---|---|
| Principal Design Engineer | 11.56 | 1.06 | 12.62 |
| Draftsman | 5.00 | .46 | 5.46 |
| Project Engineer | 11.56 | 1.06 | 12.62 |
| Field Inspector | 5.00 | .46 | 5.46 |

Two Man Survey Crew @ $18.00 per hour which includes overhead allowance.

## ESTIMATED TIME REQUIREMENTS
## For
## PRELIMINARY & DESIGN ENGINEERING
## FRAISER CREEK BRIDGE

| Preliminary # Design Engineering | Design Engr. | Draftsman | Surveying |
|---|---|---|---|
| 1. Topograph map & Control | | 6 | 8 |
| 2. Develop Design Criteria (Hydraulic, Span) | 8 | | |
| 3. Review Soils Criteria | 4 | | |
| 4. Structural Design & Layout | 32 | 16 | |
| State & County Review | 4 | | |
| 5. Final Plan Preparation | 8 | 40 | |
| Specification Preparation | 16 | | |
| Cost Estimate & Final Review | 8 | | |
| | 80 | 62 | 8 |

| Construction Engineering | Project Engr. | Field Insp. | Surveying |
|---|---|---|---|
| 1. Survey & Layout | 4 | | 20 |
| 2. Project Engineer | 50 | | |
| 3. Field Inspector | | 60 | |
| | 54 | 60 | 20 |

Exhibit "C"

## SUMMARY OF COST

### Preliminary Engineering Costs

| | | | | |
|---|---|---|---|---|
| Design Engr. | 80 hrs @ $12.62 | | = | $1009.60 |
| Draftsman | 62 hrs @ $ 5.46 | | = | 338.52 |
| Surveying | 8 hrs @ $18.00 | | = | 144.00 |
| | | Sub Total | = | $1492.12 |
| Overhead Allowance @ 41.04% | | | = | 612.37 |
| | | Sub Total | = | $2104.49 |
| Profit @ 15% | | | = | 315.67 |
| | | Sub Total | = | $2420.16 |
| Foundation Drilling & Investigation | | | = | 2160.00 |
| | | TOTAL | | $4580.16 |

### Construction Engineering

| | | | | |
|---|---|---|---|---|
| Project Engr. | 54 hrs @ $12.62 | | = | $ 681.48 |
| Field Inspector | 60 hrs @ $ 5.46 | | = | 327.60 |
| Survey & Layout | 20 hrs @ $18.00 | | = | 360.00 |
| | | Sub Total | = | $1369.08 |
| Overhead Allowance @ 41.04% | | | = | 561.87 |
| | | Sub Total | = | $1930.95 |
| Quality Control Tests | | | = | 250.00 |
| Profit @ 15% | | | = | 289.64 |
| Mileage 500 mi @ 15¢ | | | = | 75.00 |
| | | TOTAL | | $2545.59 |

TOTAL ENGINEERING COST = $7125.75

Not to Exceed = $7500.00

TOTAL ESTIMATED PROJECT COST = $55,000.00

Engineering (Total) = 14.9%

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing four proposed Federal Aid Secondary projects which are eligible for the use of Federal-Aid Secondary funds. Two of the projects are in Benton County and two are in Lake County.

One of the projects requested by Benton County is for a bridge over Frazier Creek on Independence Road, FAS 205. The FAS funds required for this structure are estimated to be approximately $70,000 ($7,700 will be the cost to the State).

The other project requested by Benton County is for a bridge over Evergreen Creek on Bellfountain Road, FAS 830. The FAS funds required for this structure are estimated to be approximately $90,000 ($9,900 of which will be the cost to the State).

One of the projects requested by Lake County is for a bridge over Cox Creek on County Road No. 2-16, FAS 19-107. The FAS funds required for this bridge are estimated to be approximately $32,000 ($3,500 of which will be the cost to the State).

The other project requested by Lake County is for a bridge over Thomas Creek which is also on County Road No. 2-16, FAS 19-107. The FAS funds required for this bridge are estimated to be approximately $32,000 ($3,500 of which will be the cost to the State).

These requests will be on the agenda for the April 29 meeting and I recommend your approval.

Atts.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
C. O. Fredrickson
Jack Graham
Gary Sund

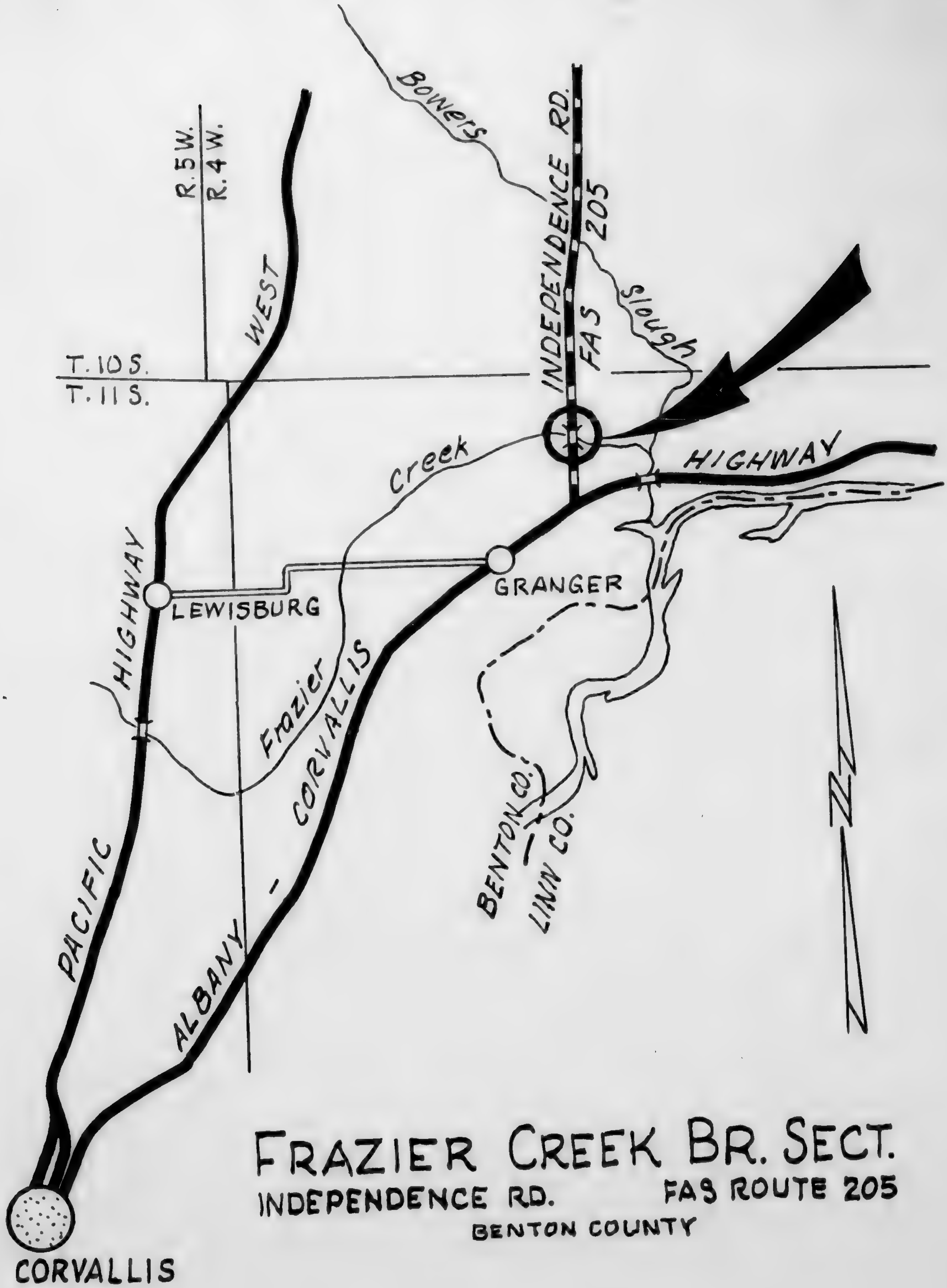
HR:scr dpy

BENTON COUNTY
Proposed Project

FAS 205--Frazier Creek (Independence Road) Bridge
Structure and Approaches
$70,000

Construct a reinforced concrete bridge with a 40-foot roadway. No sidewalks. Contractor to construct the approaches and connections, install the guardrail and place riprap. No additional right-of-way necessary. Utilities are involved. Preliminary and construction engineering are to be done by a consulting firm (Devco Engineering, Neal Peterson, Principle Engineer). State to do the foundation testing, check plans and award contract. County will remove the existing bridge, close road during construction and be responsible for the detour.

75-c
4/18/75


Bowers
Slough
INDEPENDENCE RD.
FAS 205
R.5W.
R.4W.
WEST
T.10S.
T.11S.
Creek
HIGHWAY
GRANGER
HIGHWAY
LEWISBURG
Frazier
CORVALLIS
ALBANY
PACIFIC
BENTON CO.
LINN CO.
N
CORVALLIS

# FRAZIER CREEK BR. SECT.

INDEPENDENCE RD. FAS ROUTE 205

BENTON COUNTY

Fau 905
Benton Co.

**Benton County Public Works Department**
360 S.W. Avery Avenue
Telephone 753-7345
Corvallis, Oregon 97330

May 19, 1975

RECEIVED
COUNTY & CITY SECTION
MAY 21 1975
☑ ENGR. ☐ COOR. ☑ GE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Prange

Phillip O. Stearns
Region II Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Attached herewith are three copies of an Engineering Agreement for Engineering Services in the design and construction of Fraizer Creek Bridge (an FAS-C Bridge Project)on the Independence Road in Benton County.

The Agreement is with Devco Engineering, Inc. Consulting Engineers in Philomath, Oregon. Mr. Neal Peterson, Registered Structural Engineer is the General Manager. Devco Engineering was selected as consultant for this Project for the following reasons:

1. Neal Peterson was the previous County Engineer for Benton County, and was completely familiar with the project.
2. Mr. Peterson had completed some preliminary engineering work on the project at the time he was the Benton County Engineer.
3. Mr. Peterson is in my opinion a very capable structural engineer and I believe that he will give us the best job for our money.
4. Mr. Peterson's cost estimates are more than reasonable.
5. Devco Engineering will be able to immediately pursue the project through the construction phase by August of 1975 if the appropriate approvals are received prior to July 1, of this year.

Formal interviews for this particular project were not conducted; however I have had informal discussions with a representative of Oregon Bridge Company about FAS-C Bridge Construction Projects in general. The previous involvement of Neal Peterson with this particular project gives Devco Engineering the greatest advantage for the preliminary design, in that many man hours have already been spent in the examination of existing conditions at the Frazier Creek Bridge site.

I would appreciate your expeditious handling of this Agreement so that we may begin design and have the bridge constructed by August of this year. If this bridge cannot be constructed before the wet weather arrives in the Fall I feel that it will be necessary to post a load limit on the bridge for the Winter. Independence Road handles a great deal of truck traffic coming from Highway 99 W. to Highway 20.

If you have any questions please feel free to call.

Sincerely,

James E. Blair

James E. Blair
Director of Public Works

JEB:cp

Enclosure

cc: Robert H. Prange
Rural Engineer
County City Unit
Highway Building
Salem, Oregon

Fas-C
Benton Co

Robert W. Straub

March 27, 1975

Mr. James Blair, Director
Department of Public Works
Benton County
Courthouse
Corvallis, Oregon 97330

Dear Mr. Blair:

I understand that you propose to use consultants for engineering services on an FAS-C bridge project. Enclosed for your use is a typical consultant agreement which has been developed over the years and contains all the essential items and wording for this type of project. All you would have to do is to change the names and the figures to fit your proposal and use the entire document as is. Please send us three copies of your agreement when it has been completed and signed.

When you send us your completed agreement also state in your letter of transmittal your method of selecting the particular consultant. In other words, why was he chosen, were other consultants considered, is he adequately equipped and staffed to perform the engineering services, and are his cost estimates reasonable.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RHP:scr

Enclosure

cc: Phil Stearns

☒ ENGR. ☐ ASST. ☒ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

R

FAS 205
[illegible]
530' Evergreen [illegible]

Benton County Public Works Department
360 S.W. Avery Avenue
Telephone 753-7345
Corvallis, Oregon 97330

March 11, 1975

REGION 2 [illegible]
RECEIVED
[illegible] 1975

Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed herewith are executed copies of County Road FAS-C Project Requests.

Please note that I am applying for two separate bridge projects and would prefer to have these two projects engineered by Private Consultants.

I would like to get these projects under construction as soon as possible and would appreciate your advising me on the appropriate procedures to follow as we go along. It is possible that we could have these projects ready for contract by approximately the first of June of this year.

Also please note that Neal Peterson, through Devco Engineering, will be the consultant on the Independence Road Bridge crossing Frazier Creek and that he will be using Professor Lee Schroder for foundation testing.

Kraus and Dalke Consulting Engineers will be the consultants on the Evergreen Bridge on the Bellfountain Road Project, and while I have indicated that the State would do the foundation testing, arrangements could also be made to have Professor Schroder do the foundation testing for Kraus and Dalke. The only reason I feel this may be appropriate is that it would likely result in much less delay since Professor Schroder would be almost immediately available and could get the results to us in short order.

If you should need a detailed bridge inspection report on either or both bridges, I am sure that we can complete such a detailed inspection and have the results to you rather quickly; or you may prefer to have your Regional Bridge Inspector inspect the bridges for you.

RECEIVED
COUNTY & CITY SECTION
MAR 27 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ [illegible] ☐ [illegible] ☐ BF ☐ RPE ☐

If you think that these bridges may be elegible for funding other than FAS and can be built within the next six months under such other funding, please let me know because I have other places where I could use the available FAS money.

If you should have any questions please feel free to contact me immediately.

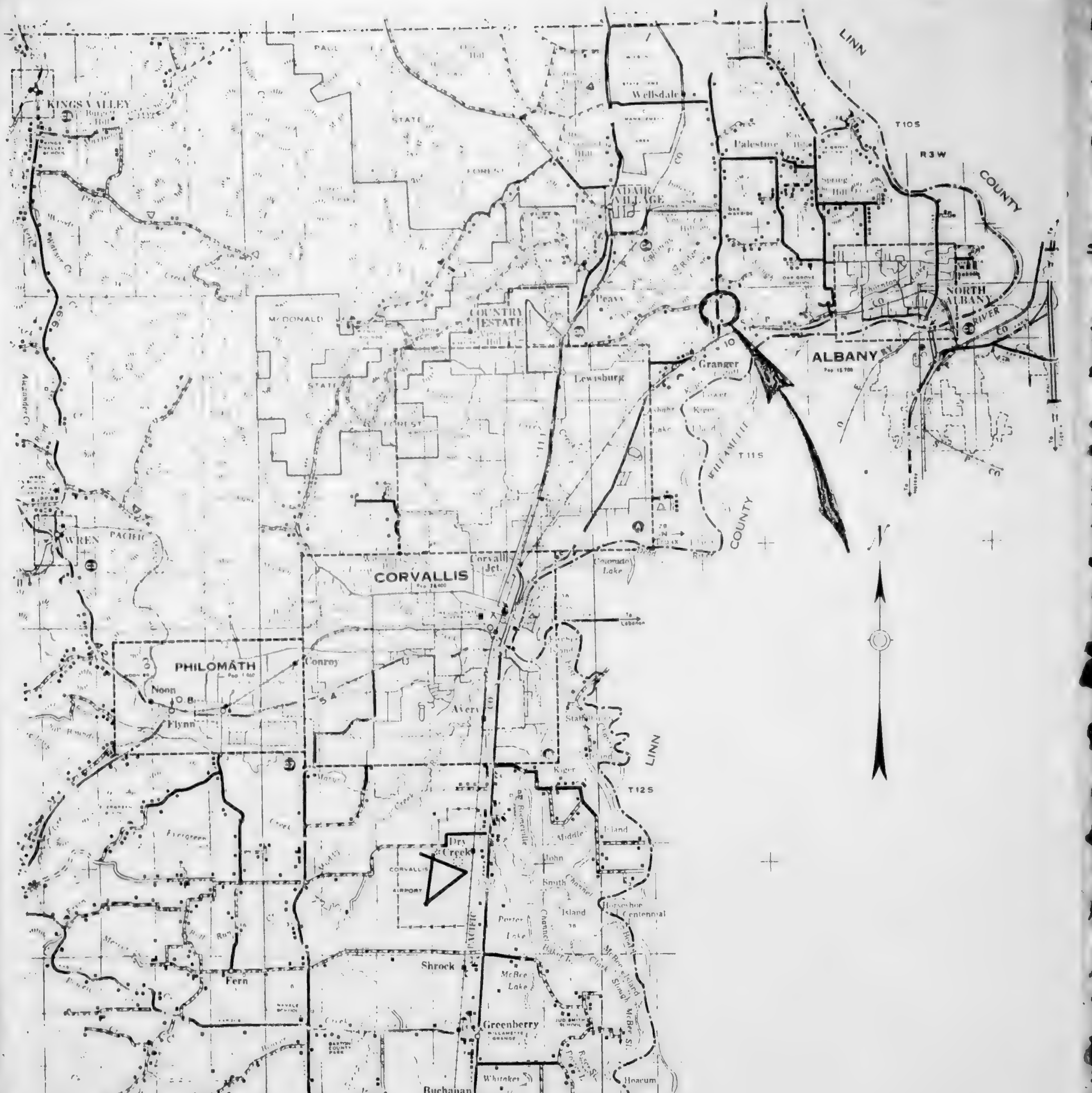
Sincerely,

James E. Blair

James E. Blair
Director of Public Works

JEB:cp

Enclosure

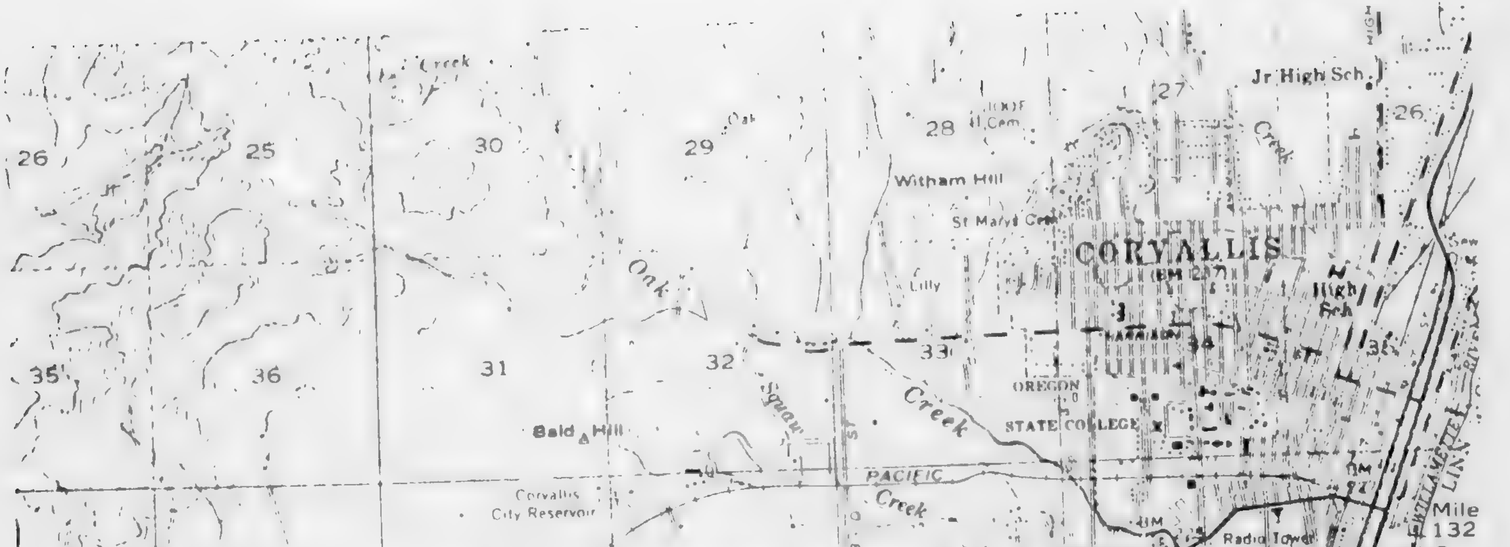

KINGS VALLEY
Wellsdale
Palestine
ADAIR VILLAGE
LINN
COUNTY
T10S
R3W
NORTH ALBANY
ALBANY
RIVER
Granger
Lewisburg
Peavy
COUNTRY ESTATE
McDONALD
STATE
FOREST
WREN
PACIFIC
CORVALLIS
Corvallis Jct.
Lebanon
Colorado Lake
PHILOMATH
Conroy
Noon
Flynn
Avery
Kiger
T11S
T12S
Dry Creek
CORVALLIS AIRPORT
Shrock
Fern
Porter Lake
McBee Lake
Horseshoe
Centennial
Greenberry
Buchanan
Winkle Butte
Hoacum Island
T13S
Fletcher
DUSKY
GOOSE
NATIONAL
WILDLIFE
REFUGE
Pigeon Butte
SOUTHERN PACIFIC
Rickard
Bruce
Barclay
Norwood Island
N

## GENERAL HIGHWAY MAP

# BENTON COUNTY

# VICINITY MAP

Scale: 1" = 1mi.


CORVALLIS
Philomath
(BM 280)
PROJECT LOCATION
OREGON STATE COLLEGE
Witham Hill
Jr High Sch
High Sch
Bald Hill
Corvallis City Reservoir
WEST HILLS ROAD
SOUTHERN PACIFIC
PHILOMATH ROAD
Conroy
Log Pond
Newton Creek
Oak Creek
Squaw Creek
Radio Tower
Avery Park
Golf Course
Avery
Mt Union Cemetery
PLYMOUTH ROAD
Marys River
Covered Bridge
Flynn
Mile 10
Mile 5
Mile 132
BELLFOUNTAIN ROAD
BORDEN
Evergreen Creek
Muddy Creek
AIRPORT ROAD
CORVALLIS AIRPORT
241 Beacon
Dry Creek
Booneville Channel
WILLAMETTE RIVER
Mill Race
PACIFIC HY WEST
Filtration Pl
BM 280
BM 274
BM 256
BM 204
BM 252
BM 234
BM 237
BM 241
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App'd by
Transp. Comm
4/29/75

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Benton FAS No. 205 Date March 10, 1975
County Road Name Independence Road
Section Name Frazier Creek
Type of Project Bridge Replacement
Location of Project (Attach sketch map) ____
ADT 1900 Design Speed 55 mph

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 27 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use__________
Sparse population____________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________No___________
What type of separation from roadway will be used?___________________________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County____________Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** Yes____ No_____

14. **Will County adjust structure to additional width?** Yes____ No_____

15. **Will adjusted width be standard?** Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks?** Yes_____ No_____

17. **Does County wish sight posts installed?** Yes_____ No_____

18. **Does County wish State to permanently stripe project?** Yes_____ No_____

19. **Will County do striping?** Yes_____ No_____

20. **Does County wish guardrail installed?** Yes_____ No_____

By County_______ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. **Does County wish permanent erosion control?** Yes_____No_____
**By seeding and mulching** Yes_____No_____
**By rock blanket** Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. **Can road be closed during construction?** Yes_____No_____

23. **Can through traffic be detoured?** Yes_____No_____

24. **Must new detour be constructed?** Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired______________________________
____________________________________________________________

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain______________________________________________
____________________________________________________________
____________________________________________________________

Remarks re Section I:_____________________________________________
____________________________________________________________
____________________________________________________________
____________________________________________________________

## II. BRIDGE PROJECT DATA

1. Name of river or stream_____Frazier Creek_____

2. Name of bridge_____Frazier Creek Bridge_____

3. Dimensions of existing bridge. Length $24^{\underline{0}}$ Roadway Width $25^{\underline{0}}$

4. Type of design and material used in existing bridge. Timber on Timber Piling
____________________________________________________________

5. Location (please attach map with location marked):_____________________
Section 4 Township 11 South Range 4 West W.M.

6. Desired width of proposed bridge 40 Feet Approx. length 50 Feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No X
Upstream ______ Downstream ______ Width ______

8. Does County wish a particular type of bridge design? Yes X No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed Slabs
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No X
Explain ______

10. Foundation Testing: By County? Yes ______ No X
By State? Yes X No ______

11. Will County close road during construction? Yes X No ______

12. Can presently established road be used as detour? Yes X No ______

13. Must a new detour be constructed? Yes ______ No X

14. Will detour be constructed & maintained by County? Yes X No ______

15. Will detour be constructed & maintained by Contractor? Yes ______ No X

16. Will County sign project outside work area during construction?
Yes X No ______

17. Will Contractor sign project outside work area during construction?
Yes ______ No X

18. Approaches or Connections by County Yes ______ No X
by Contractor Yes X No ______
Traveled surface: Type AC Width 32
Shoulder surface: Type Gravel Width 5 feet
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ______ No X

N.W. quadrant distance from structure NA
N.E. quadrant distance from structure NA
S.W. quadrant distance from structure NA
S.E. quadrant distance from structure NA

20. **Guardrail:** Desired on approaches or connections: Yes X No ____
By County ____ Contractor X
Right side only? Yes ____ No ____
Both sides? Yes X No ____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes ____ No X
Use for detour? Yes ____ No X
Removed by County? Yes X No ____
Removed by Contractor? Yes ____ No X
Salvaged by Contractor for County? Yes ____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes ____ No X
By Contractor? Yes X No ____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No X Size ____
Company ____
b. Sanitary sewer mains: Yes ____ No X Size ____
Company ____
c. Storm sewer: Yes ____ No X Size ____
Company ____
d. Gas mains: Yes X No ____ Size 6 inch
Company Northwest Natural Gas Company
e. Power lines: Yes X No ____ Size ____
Company Pacific Power and Light Company
f. Telephone lines: Yes X No ____ Size 1.26 OD
Company Pacific Northwest Bell
g. Other Utilities: ____

24. Does County wish provisions made for future utility attachment to structure? Yes ____ No X

25. Does County wish lightpost bases and conduit installed?
Yes ____ No X

26. Does County wish complete job of illumination in project?
Yes ____ No X

27. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________________________

______________________________________________

______________________________________________

______________________________________________

**Remarks re Section II:** Preliminary and construction engineering to be done by Devco Engineering, Philomath, Oregon - Neal Peterson principle Engineer

______________________________________________

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes______ No X
   By Consultant? Yes______ No X
   By County? Yes X No______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No______

3. Construction plans and specifications to be prepared:
   By State? Yes______ No X
   By Consultant? Yes X No______
   By County? Yes______ No X

4. **Does County desire center line to be permanently monumented as part of project? Yes______ No X**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes______ No X**
   **(NOTE: Right-of-way monumenting will necessitate special programming.)**

**Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)**

______________________________________________

______________________________________________

______________________________________________

______________________________________________

______________________________________________

______________________________________________

______________________________________________

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____No____ NA

4. Should State negotiate & acquire right-of-way in behalf of County? Yes____No____ NA

5. Should State prepare options? Yes____No____ NA

6. Should material source site be included in right-of-way descriptions? Yes____ No____ NA

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
    If yes, give type and name of utility company:__________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: Northwest Natural Gas, Pacific Power and Light, Pacific Northwest Bell

13. Are utilities on existing right-of-way by permit X or by franchise Gas
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
    If yes, give name of irrigation company or district__________
    and dates between which water can be turned off: From__________
    To__________

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad NA

17. Number of tracks: Mainline______ Siding______ Total______NA

18. Sight Distance: ________________ (Left) __________________(Right)NA

19. Number of Trains: Passenger____________ Speed____________ NA
Freight____________ Speed____________

20. Angle of Intersection:________________________________________________NA

21. Type of Existing Crossing: Grade ________ NA
Overcrossing ________
Undercrossing ________

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______NA
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:________________________________________________
________________________________________________________________ NA

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______ NA

25. Will railroad crossing be altered: Yes______ No______ NA
If yes, specify:________________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_X___
By County? Yes_____ No_X___
By State at County expense? Yes_____ No_X___
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_X___
By County? Yes_X___ No_____
By State at County expense? Yes_____ No_X___

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_X____

29. Will P.U.C. application be made by State_______ or County______? NA
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X___
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV________________________________________________
________________________________________________________________
________________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ____________ Quarry ____________ Cinders ____________

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ____________ Section ______ Township ____________ Range ________ W.M.

4. If County lease, what are royalty payments? ____________________

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ____________________
Miscellaneous Items ____________________

Remarks re Section V ____________________

## VI. FINANCIAL DATA

1. Estimated Cost: $ 65,000

2. Available FAS Funds $ 180,000

3. Does County wish advancement of future Federal funds? Yes ____ No X
Amount ____________

4. Date match money is available April 1, 1975

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ -0-

7. Date County requests letting: -

Remarks re Section VI ____________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Larry Callahan
County Judge or Comm. Chairman

By Jeanette Summerville
County Commissioner

By Dale D Schrock
County Commissioner

By ____________
County Engineer or Roadmaster

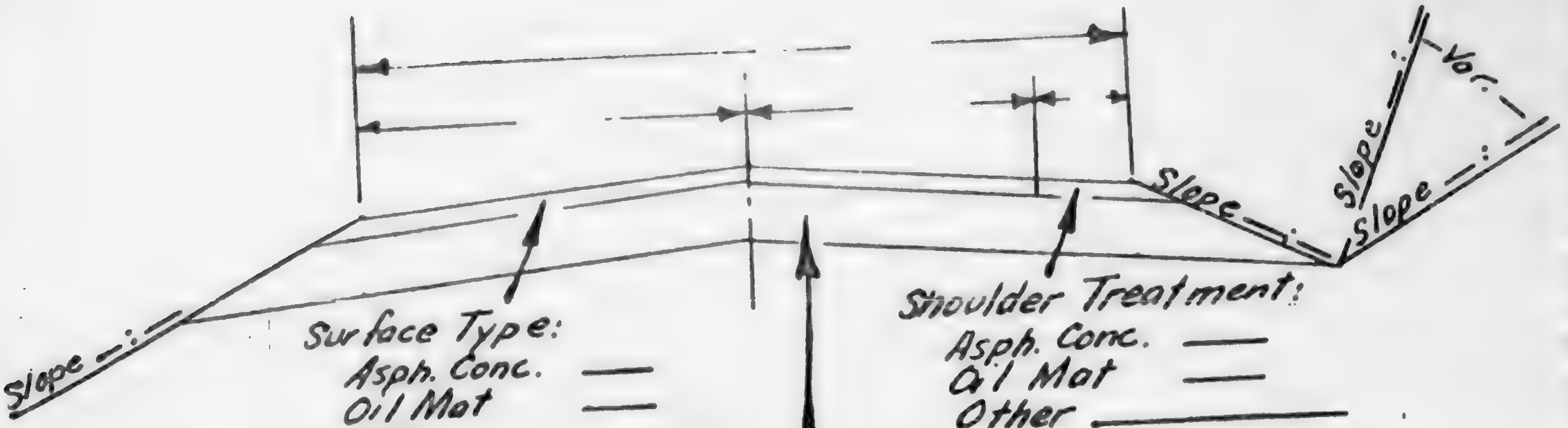
County ____________

Date 3-12-75

____________
O.S.H.D. Field Engineer

Date 3-21-75

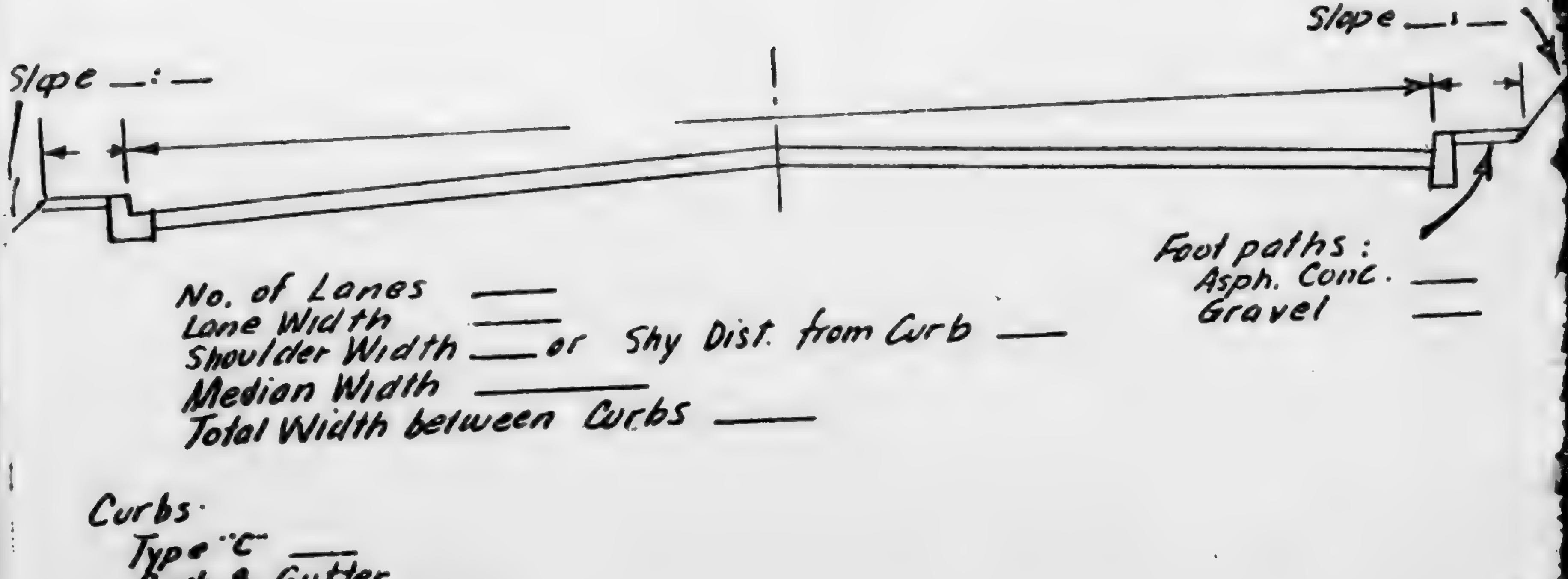
# TYPICAL SECTION


Slope _:_
Slope
Slope
Slope
Var.
Slope _:_

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ________

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

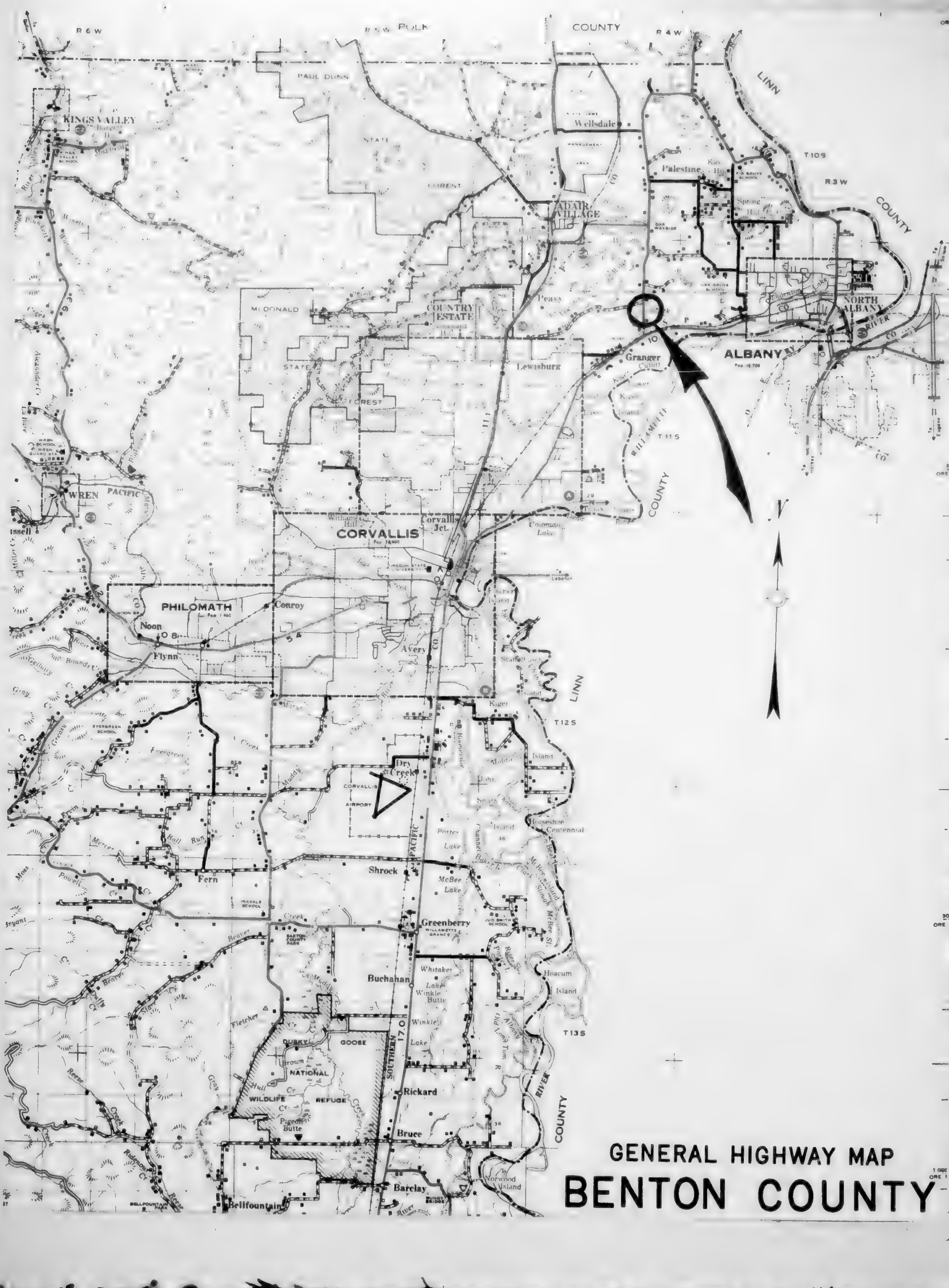
Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ________


Slope _:_
Slope _:_

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ________
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ________



GENERAL HIGHWAY MAP

BENTON COUNTY

POLK COUNTY
R 6 W
R 5 W
R 4 W
R 3 W
LINN COUNTY
T 10 S
T 11 S
T 12 S
T 13 S
KINGS VALLEY
PAUL DUNN
STATE FOREST
Wellsdale
Palestine
ADAIR VILLAGE
McDONALD STATE FOREST
COUNTRY ESTATE
Peasy
Lewisburg
Granger
NORTH ALBANY
ALBANY
WREN
PACIFIC
CORVALLIS
Corvallis Jct.
PHILOMATH
Conroy
Noon
Flynn
Avery
Kiger
Island
Dry Creek
CORVALLIS AIRPORT
Centennial
Shrock
Fern
McBee Lake
Greenberry
Buchanan
Winkle Butte
Winkle Lake
SOUTHERN PACIFIC
DUSKY GOOSE
NATIONAL WILDLIFE REFUGE
Pigeon Butte
Rickard
Bruce
Barclay
Bellfountain
Norwood Island
Hoacum Island
WILLAMETTE RIVER
N

8403 Empire-Coos Bay Hwy. at Woodland Dr. (Coos Bay) (Traffic signal install.) 1976

L & A 5683 5-28-76

```
106   1915    901      00 P 1                                13.75              13.75
106   1915    904      00 N 1                                                1,934.94
106   1915    905      00 P 1                                                3,688.49
106   1915    906      00 P 1                                                   40.20
106   1915    906      00 N 1                                                  235.18
106   1915    909      00 P 1                                                  933.87
106   1915    910      00 P 1                                                   39.57
106   1915    912      00 P 1                                                  151.41
106   1915    914      00 P 1                                                2,586.88
106   1915    918      00 P 1                                                  112.50
106   1915    920      00 P 1                                                  808.20
106   1915    921      00 P 1                                                4,205.36
106   1915    926      00 P 1                                               20,277.83
              TOT      P1                                    13.75              53.95
              TOT      N1                                    13.75  **      20,331.78  **
           ** JOB TOTALS **               **

                                                                                00       STATE
EMPIRE-COOSBAY HY WOODLAND DR CONT NO      FA PROJ NOS M    680002 100         .07CR          199.97CR
             106   1921    296      00 N 9                                      .07          199.97
             106   1921    298      00 N 9                                                     41.95
             106   1921    901      00 P 1                                                      3.10
             106   1921    905      00 N 1                                                    131.05
             106   1921    914      00 P 1                                                     22.15
             106   1921    920      00 P 1                                                     38.00
             106   1921    921      00 P 1                                                    233.15
                           TOT      P1                                                          3.10
                           TOT      N1                                                        236.25  **
                        ** JOB TOTALS **           **                           **

                                                                                00       STATE
SW ORE CC ACCESS-HULL ST     CONT NO     * FA PROJ NOS MHS0051001 100   3,420.00CR    16,920.00CR
             106   1926    296      00 N 9                              3,420.00      16,920.00
             106   1926    298      00 N 9                                 44.20      14,007.15
             106   1926    901      00 P 1                                                53.85
             106   1926    901      00 N 1                              1,095.96       2,255.86
             106   1926    905      00 P 1                                               114.32
             106   1926    910      00 P 1                                               811.14
             106   1926    911      00 P 1                                262.74         142.17
             106   1926    914      00 P 1                                142.17          55.40
             106   1926    920      00 P 1                                 55.40         689.54
             106   1926    921      00 P 1                                689.54          16.58
             106   1926    922      00 P 1                                 16.58         823.42
             106   1926    923      00 P 1                                823.42          13.00
             106   1926    950      00 P 1

                                                                    APRIL 1979         PAGE  589
TOTAL TO DATE JOB COST SUMMARY
                                                                      FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                                                               3,130.01        18,928.58
                                             TOT       P1                                           53.85
                                             TOT       N1                **    3,130.01  **    18,982.43  **
                                          ** JOB TOTALS **
```

H-79

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                                                                                                      00        STATE
CAPE ARAGO HY CENTRAL AVE SE. CONT NO 8381 * FA PROJ NOS HHS 680001 100                          63,185.26    76     77
                    106    1042     201     00 P 1                                                  24.27     77     77
                    106    1042     206     00 N 1                                               5,510.39     77     77
                    106    1042     270     01 P 1                            6,068.34CR        70,549.34CR   76     79
                    106    1042     296     00 N 9                            6,068.34          70,549.34     76     79
                    106    1042     298     00 N 9                               54.03           9,571.16     76     78
                    106    1042     900     00 P 1                                6.09              90.38     76     79
                    106    1042     900     00 N 1                                                 109.20     76     77
                    106    1042     915     00 P 1                               12.14              12.14     78     78
                    106    1042     920     00 P 1                               66.17          78,388.15
                                    TOT        P1                                 6.09             114.65
                                    TOT        N1                                72.26  **      78,502.80  **
                                 ** JOB TOTALS **                  **

                                                                                                      00        STATE
EMPIRE-COOS BAY HWY-WDLND   CONT NO 3403 * FA PROJ NOS H   680002 100                            19,494.55     77     77
                    106    1043     201     00 P 1                              210.00CR                      77     78
                    106    1043     201     00 N 1                               58.80             151.20CR   77     78
                    106    1043     203     00 P 1
                                                                                151.20             151.20     78     78
                    106    1043     203     00 N 1                                                   7.75     77     77
                    106    1043     206     00 N 1                                                 180.39     77     77
                    106    1043     270     02 P 1                              122.19          19,284.81CR   76     78
                    106    1043     296     00 N 9                              122.19CR        19,284.81     76     78
                    106    1043     298     00 N 9                            1,065.68CR         1,399.38     76     78
                    106    1043     900     00 P 1                            1,090.68           1,175.84     76     78
                    106    1043     900     00 N 1                                               1,071.95     77     77
                    106    1043     900     01 P 1                                                 479.91     77     77
                    106    1043     950     00 P 1                                                   9.35     77     77
                    106    1043     985     00 P 1                            1,006.88CR        22,484.33
                                    TOT        P1                             1,031.88           1,334.79
                                    TOT        N1                                25.00  **      23,819.12  **
                                 ** JOB TOTALS **                  **

                                                                                                      00        STATE
FAT ELK-PULASKI CR          CONT NO 8511 * FA PROJ NOS F    050001   38 BRF 050001   62         231,599.60     77     78
                    106    1045     201     00 P 1                                             358,822.67     77     78
                    106    1045     201     00 P 2                                                  50.65     77     78
                    106    1045     201     00 N 1                                               2,261.00CR   77     77
                    106    1045     203     00 P 1                                               3,689.00CR   77     77
                    106    1045     203     00 P 2                               19.17CR                      78     79
                    106    1045     203     00 N 1                               19.17               19.17    79     79
                    106    1045     206     00 N 1                                                 446.53     78     78
                    106    1045     260     01 P 1                                               2,749.35     77     78
                    106    1045     270     01 P 1                              844.28CR       517,812.00CR   77     79
                    106    1045     296     00 N 9           120.71             844.28         517,812.00     77     79
                    106    1045     298     00 N 9           120.71CR           123.52          25,918.30     77     79
                    106    1045     900     00 P 1            16.76             201.53          42,545.02     77     79
                    106    1045     900     00 P 2            27.36               3.93             286.16     77     78
                    106    1045     900     00 N 1                                6.41             466.97     77     78
                    106    1045     900     00 N 2                                                   5.09     79     79
                    106    1045     920     00 P 1             5.09               5.09               8.31     79     79
                    106    1045     920     00 P 2             8.31               8.31             179.74     77     77
                    106    1045     950     00 P 1                                                 293.28     77     77
                    106    1045     950     00 P 2                                                  47.61     77     78
                    106    1045     985     00 P 1                                                  77.67     77     78
                    106    1045     985     00 P 2                                             258,685.22
                                    TOT        P1            21.85             128.61         398,057.95
                                    TOT        P2            35.67             209.84             355.98
                                    TOT        N1                                3.93             466.97
                                    TOT        N2                                6.41
                                 ** JOB TOTALS **            57.52  **         348.79  **     657,566.12  **
```

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>COOS | DIVISION<br>OREGON |
| DATE OF REPORT<br>12-15-77 | REPORT MADE BY<br>Vincent J. Tabor, Asst Area Engr | | PROJECT NO.<br>M-2680(2) |
| COMPLETION DATE<br>4-14-77 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>6-29-77 | TIME ELAPSED<br>103 % | CONTRACT TIME<br>220 days |
| APPROVED EXTENSIONS<br>7 days 6-1-77 | LOCATION<br>Empire-Coos Bay Highway at Woodland Drive in Coos Bay, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OCEAN BOULEVARD SIGNAL INSTALLATION

STATE HIGHWAY 243

The project provided for the installation of a 2-phase signal at the subject location, and was recommended for acceptance 5-25-77 by the Area Engineer.

Contract time overran by 7 days, however, this was due to controller arrival and testing.

Total contract costs were estimated at $24,421 but final costs show an underrun of approximately six percent.

All appropriate documentation has been received and the project is considered satisfactory for acceptance.

RECEIVED
STATE HWY ENGR
DEC 28 '77
REFER TO
FOR
| Info | Inves | R/D | D K | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

12-28-77
[illegible]

COPY SENT
DEC 28 1978
[illegible] gton

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>T. P. LOWE<br>Original Signed by T. P. LOWE | | SIGNATURE<br>G. K. HOSSNER<br>Original signed by G. K. Hossner Dist. Engineer | |
| TITLE<br>Area Engineer | DATE<br>12-19-77 | TITLE<br>District Engineer | DATE<br>12-19-77 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

July 12, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On June 30, 1977, we wrote to you concerning release of final payment on Contract No. 8403 awarded to Hansen Electric Co. for traffic signal installation on the Empire-Coos Bay Highway at Woodland Drive in Coos Bay, Coos County.

Final payment on this contract is $500 and the total contract amount is $19,494.55. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8403

/3

June 1, 1977

Hansen Electric Company
P. O. Box 1228
Coos Bay, OR 97420

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8403 for work on the Empire-Coos Bay Highway at Woodland Drive (Coos Bay) in Coos County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of seven days is granted due to late availability of the controller and your prompt completion of the work thereafter.

A more prompt ordering of the signal materials after the contract was executed might have also avoided this late completion. We will expect a better explanation of that factor on any future requests.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

FILE: CON 5 #8403

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 26, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Empire-Coos Bay Highway @
Woodland Drive (Coos Bay)
Contract No. 8403
Request for Time Extension

Hansen Electric Company requests a 7-day extension of this contract time because of an alleged delay in receiving the signal controller. This was a small contract in the amount of $20,228 to signalize one intersection. Some pertinent dates are:

| | | |
|---|---|---|
| Bids received | 7-29-76 | |
| Contract sent | 8-13-76 | |
| Time start | 8-25-76 | (220 calendar days allowed) |
| Equipment ordered | 10- 5-76 | |
| Controller to Salem for testing | 2-28-77 | |
| 220 days expired | 4- 1-77 | (75% completed) |
| Controller tested and released | 4- 4-77 | |
| Unrecorded stop work interval | 4- 7 to 4-14 | |
| Signals turned on | 4-14-77 | equals project completion date<br>7 days liquidated damages<br>assessed at $30 per day= $210 |

The contractor's request is poorly presented and not well-founded in my opinion in view of the lapse of over a month's time at the beginning of the contract before the signal equipment was ordered by the contractor. However, in view of the field recommendations in favor of the extension which has to be based on the State having the controller for over a month for testing and the fact our engineering cost has not overrun, I will recommend it.

I do not believe this situation qualifies for participation within the guidelines and doubt that it would be approved by FHWA from the information available. In view of the small amount involved, I suggest we grant a non-participating 7-day extension that would return all liquidated damages.

A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request
## for
# Increase in Number of Workdays
## to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8043 Contractor [illegible]

Highway [illegible]

Section [illegible]

Kind of Work [illegible]

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 7-day time extension of contract time due to alleged delay in receiving the signal controller. (It was sent to Salem for testing and kept for over a month.)

**Recommended for Approval:**

Division Engineer

Construction Engineer or Bridge Engineer

S Hunter
Deputy State Highway Engineer

| | |
|---|---|
| Contract No. | 8043 |
| Project designation | M-2680(2) State-Federal |
| Date awarded | August 6, 1976 |
| Work started | Sept. 17, 1976 |
| Per cent completed | 100% Date |
| No. of Workdays Allowed | 220 |
| No. of Workdays Used | 227 |
| No. of Added Workdays Requested | 7 |

E—350 (Rev.)—5M—10-57

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date May 13, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 227 days, within which to complete our Contract No. 8403, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

| | |
|---|---|
| April 1, 1977 | Expiration of contract time. |
| April 4, | We received controller at O.S.H.D. test lab. |
| April 7, | We completed project for turn on. |
| April 14, | Project turned on and put into service. |

Respectfully submitted,

HANSEN ELECTRIC COMPANY
Contractor

By
John E. Hansen, Secty/Treas.

---

**CONSENT OF SURETY**

Date May 17 19 77

**We,** United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Rudolph W Juul
Attorney-in-fact
Rudolph W. Juul

(SEAL)

Resident Agent

8403 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 26, 1977

FILE: CON 5 #8403

FROM: John A. Bond
Construction Administration Engineer

TO: James J. Dix
Region III Construction Engineer

SUBJECT: Empire-Coos Bay Highway @
Woodland Drive (Coos Bay)
Contract No. 8403
Request for Time Extension

I am reluctantly concurring in the field recommendations for a complete extension of 7 days on this project. This has to be based on the State apparently taking too long to accomplish the controller testing. It would be difficult to get federal concurrence in extension based on just that reason. If we emphasize the apparent lapse of time early in the project between the start of the contract time count on August 25, 1976 until the date of the contractor's material order of October 5, plus the fact that the 220 days allowed is very generous for a project like this, the basis for extension is questionable. This one should not be considered a good precedent.

JAB:fr

cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8403

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: [illegible]

WEEK ENDING: April 23, 1977

SECTION PREFIX: [illegible]

HIGHWAY: [illegible]

COUNTY: Coos

NAME OF JOB: [illegible]

KIND OF WORK: [illegible]

CONTRACTOR: [illegible]

CONTRACT NUMBER: [illegible]

FEDERAL AID PROJECT NUMBER: [illegible]

DATE OF CONTRACT: [illegible]

DATE WORK STARTED: [illegible]

ESTIMATED COMPLETION DATE: [illegible]

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED [illegible]

PERCENT OF TIME ELAPSED [illegible]

PROJECT AUTHORIZATION $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST [illegible]

EXCLUSIVE OF ENGINEERING $

ENGINEERING AUTHORIZATION $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION [illegible]

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]

ENGINEERING COST TO DATE $ [illegible]

DATE PROJECT WAS COMPLETED [illegible]

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

PERCENT OF AUTHORIZATION [illegible] %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: [illegible]

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 17 | Fair | | | |
| MONDAY 18 | " | | | |
| TUESDAY 19 | " | | | |
| WEDNESDAY 20 | " | | | |
| THURSDAY 21 | " | | | |
| FRIDAY 22 | " | | | |
| SATURDAY 23 | " | | | |

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
APR 25 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

BEN GIFFORD

8403 13

STATE COPY

Form Approved; O M B No. 04-R089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon<br>County<br>Coos<br>Project No.<br>M-2680(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., Ocean Blvd. at Woodland Dr. (Coos Bay)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 6-11-76 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-11-76 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro rata 85.74%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 23,135 | $ 19,835 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By
Acting Assistant State Highway Engineer
*(Title)*

By
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green *(Division Administrator)*

Date executed by Division Administrator 9-15-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - file

Oregon State Highway Division
Salem, Oregon, September 2, 1976

Federal-aid Project
No. M-2680(2)

EMPIRE-COOS BAY HWY. AT WOODLAND DR. (COOS BAY) SECTION
EMPIRE-COOS BAY HWY.
COOS COUNTY

Project Agreement Estimate.

### Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 500.00 |

### Type Code Y031
### Traffic Signal (M.P. 1.85)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 400.00 |
| Temporary Signs | 160 sq.ft. | 4.50 | 720.00 |
| Flagmen | 40 hour | 16.00 | 640.00 |
| Traffic Signal Installation, Complete | All Required | | 18,468.00 |
| | | | $20,228.00 |

### Anticipated Items

| | | |
|---|---|---|
| Permanent Signing (S.F.) | All Required | $ 100.00 |
| Permanent Pavement Striping (S.F.) | All Required | 250.00 |
| | | $ 350.00 |

| | |
|---|---|
| Subtotal | $20,578.00 |
| Engineering | 1,307.00 |
| Engineering (Signal Controller Testing) | 750.00 |
| Total | $22,635.00 |

Length of Project - - - - - 0.000 Miles

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 500.00 | $ 428.00 | $ 72.00 |
| Traffic Signal | 22,635.00 | 19,407.00 | 3,228.00 |
| Totals | $23,135.00 | $19,835.00 | $3,300.00 |

Group 1 - 100%
Contract No. 8403
Prefix No. 106-1921 P.E.
Prefix No. 106-1043

## EMPIRE-COOS BAY HWY AT WOODLAND DR. (COOS BAY) SECTION

## EMPIRE-COOS BAY HIGHWAY

## COOS COUNTY

FAP No. M-2680(2)
Signals

Bids Received July 29, 1976

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. Temporary Protection and Direction of Traffic | Lump Sum | All | | Lump Sum | $ 500.00 | 400- |
| 2. Temporary Signs | Sq. Ft. | 160 | 4.50 | 6.00 | 960.00 | 720- |
| 3. Flagmen | Hour | 40 | 16- | 14.50 | 580.00 | 640- |
| 4. Traffic Signal Installation, Complete | Lump Sum | All | | Lump Sum | 23,880.00 | 18,468- |
| | For Comparison of Bids | | | | $25,920.00 | |

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | | |
|---|---|---|---|
| Estimated Contract Amount | | $25,920.00 | 20,228.00 |
| Anticipated Additional Items: | | | |
| Permanent Signing | $100.00 | | |
| Permanent Pavement Striping | 250.00 | | |
| Signal Controller Testing | 750.00 | | |
| | | 1,100.00 | 1,100.00 |
| | | $27,020.00 | 21,328.00 |
| Contingencies (4-1/2%) | | 1,215.90 | 959.76 |
| Engineering (10%) | | 2,702.00 | 2,132.80 |
| Estimated Net Authorization, Constr. | | $30,937.90 | 24,420.56 |

M-2680(2)

## LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. Empire Coos Bay at Woodland Drive

| | | |
|---|---|---|
| FROM:<br>G. L. Green<br>Division Administrator | PROGRAM NO. | COUNTY NAME<br>Coos |
| | ITEM NO.<br>M-81 | PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
FOR

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>7-7-76 | DATE AUTHORIZATION EFFECTIVE<br>7-7-76 | FEDERAL ROUTE NUMBER<br>FAU 2680 |
| | | STATE ROUTE NUMBER<br>Secondary Route 243 |

GENERAL LOCATION:

St. Rd - Ocean Blvd at Woodland Dr. (Coos Bay)

GENERAL DESCRIPTION OF WORK:

Traffic signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*

| | |
|---|---|
| Permanent signing (SF) | $100. |
| Permanent pavement striping (SF) | $250. |

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 6-11-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 7-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $28,897.- Federal funds $22,594.

A signed copy of the Title sheet is returned herewith.

| | | |
|---|---|---|
| DATE<br>7-7-76 | SIGNATURE OF APPROVING OFFICIAL<br>G. L. Green | TITLE<br>✓ Division Administrator |

FORM PR-1240 (REV. 6-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-2680(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

PLAN NO.
M-81

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. Scot t Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6/11/76

FEDERAL ROUTE NUMBER
FAU 2680

STATE ROUTE NUMBER
Secondary Route 243

GENERAL LOCATION:
"Empire-Coos Bay Highway at Woodland Drive (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Traffic Signal (Code Y-031 - miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $5,000, Federal funds $3,900.
☒ OTHER *(Specify)*
Program Approval (TEC $35,000, FF $27,350)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/4/76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.1 are applicable and also concur that it is a nonmajor action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 6/4/76 letter, you are authorized to proceed with the work as shown above.

DATE
6/11/76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-955

[illegible] TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 4, 1976

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>St Rd, Ocean Blvd at Woodland Dr (Coos Bay)<br>21 65 | **ADT** | PRESENT<br>9,400 * | FUTURE<br>13,800 *<br>(66) (70) | YEAR<br>96<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Traffic Signal<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(68) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M-<br>14 23 | NUMBER<br>2680<br>7 |

| | | | | |
|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Coos | | CODE<br>01<br>(14) |
| | NAME OF URBAN AREA<br>Coos Bay<br>17-31 | ROUTE NO.<br>U | FEDERAL-AID<br>2680<br>(32) | STATE<br>243<br>(36) (37) U.S. |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE**<br>TOPICS | | | 0.0 | 5,000 | 3,900 | 1,100 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>TOPICS<br>(Safety)<br>Y031 | | "Empire-Coos Bay Hwy at Woodland Dr. (Coos Bay) Section" | 0.0 | 30,000 | 23,450 | 6,550 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>JLG | PROJECT TOTALS | 0.0 | 35,000 | 27,350 | 7,650 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

PROGRAM APPROVAL DATES:
JUN 11 1976
FHWA [illegible]

REMARKS:
* ADT is entering volumes.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 4, 1976

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| lvd at Woodland Dr (Coos Bay) |  | 9,400 * | 13,800 * | 96 | 10 | Oregon | 41 | W32 | 81 |

|  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER | PROJECT NUMBER SEQ. NO. | I. Projects Only POST MI. | I. Projects Only DESIG. |
|  |  |  |  |  |  |  | M- | 2680 | (2) |  |  |

Urban System

COUNTY NAME: Coos CODE: 011

Coos Bay

ROUTE NO. U FEDERAL-AID 2680 STATE 243 U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

| TEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
|  |  | 0.0 | 5,000 | 3,900 | 1,100 |  | PE all phases; Install fully actuated traffic signal. |
|  |  |  |  |  |  |  |  |
|  | "Empire-Coos Bay Hwy at Woodland Dr. (Coos Bay) Section" | 0.0 | 30,000 | 23,450 | 6,550 |  | ROW-80' normal; Access control-none; Parking restrictions-complete. |
|  | JLG PROJECT TOTALS | 0.0 | 35,000 | 27,350 | 7,650 |  |  |

REMARKS

* ADT is entering volumes.

JUN 11 1976

FHWA OREGON DIVISION

-OVER-

## EMPIRE-COOS BAY HIGHWAY AT WOODLAND DRIVE (COOS BAY) SECTION
## PROJECT NO. M-2680(2)

Existing Facility: Bituminous surfaced 56-ft curbed section with 5-ft sidewalks.

Adjacent Sections: Bituminous surfaced 56-ft curbed section with 5-ft sidewalks.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Installation of a fully actuated traffic signal and other incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 25, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 4.

P(c)-6-2

June 4, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. H. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2680(2)

We are submitting program data for one Urban System Project, Item No. 81, Project No. M-2680(2), "Empire-Coos Bay Highway at Woodland Drive Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed is one copy each of the (1) traffic signal warrant comparison (2) sixteen hour vehicular volume, (3) summary of traffic count and (4) traffic counts from May 19 to May 30, 1975.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects", concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S.&E. approval at an estimated total cost of $5,000 with an obligation of $3,900 in Federal funds.

DRH:re

| | |
|---|---|
| TRANSACTION NO. | FORM PR-1<br>(REV. 4-61) |
| DATE SUBMITTED TO W. O. | June 4, 1976 |

# FEDERAL-AID PROGRAM DATA

| CARD | REPORT NUMBER | PROJECT LOCATION *(45 typewriter spaces)* | | PRESENT | FUTURE | YEAR | REGION | STATE NAME |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | 1<br>(19) (20) | St Rd, Ocean Blvd at Woodland Dr (Coos Bay)<br>21 68 | **ADT** | 9,400 * | 13,800 *<br>(66) (70) | 96<br>(71) (72) | 10 | Oregon |

| CARD | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S) | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | P.E., Traffic Signal<br>28 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | M-<br>14 23 | 2680<br>7 |

| CARD | | | |
|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Coos | CODE<br>011<br>(14) |
| | NAME OF URBAN AREA<br>17-31<br>Coos Bay | ROUTE NO. U \| FEDERAL-AID 2680 (32) \| STATE 243 (36) (37) \| U.S. | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE**<br>TOPICS | | | 0.0 | 5,000 | 3,900 | 1,100 | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>**(CODE)**<br>TOPICS<br>(Safety)<br>Y031 | | "Empire-Coos Bay Hwy at Woodland Dr. (Coos Bay) Section" | 0.0 | 30,000 | 23,450 | 6,550 | |

| CARD | CODE | PREPARED BY | | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | 1 | JLG | PROJECT TOTALS | 0.0 | 35,000 | 27,350 | 7,650 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (33) | | |

REMARKS

* ADT is entering volumes.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 4, 1976

| (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Blvd at Woodland Dr (Coos Bay) 65 | | 9,400 * | 13,800 * (66) (70) | 96 (71) (72) | 10 | Oregon | 41 (2) (3) | W32 (4) (8) | 81 (14) (15) |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 (63) (65) | (66) (68) | (68) | (70) | (71) | (72) (73) | (74) (75) | 14 M- 23 | 7 2680 | (2) 13 | (24) (26) | 27 |

| | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| Urban System | Coos | 011 (14) (16) | ☐ 1 OR ☒ 2 |

| | ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|---|
| Coos Bay | U | 2680 (32) | 243 (36) | (37) (41) |

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| 53 | | (54) (58) | (59) (66) | (67) (76) | | | PE all phases; Install fully actuated traffic signal. |
| | | 0.0 | 5,000 | 3,900 | 1,100 | | |
| | | | | | | | |
| | "Empire-Coos Bay Hwy at Woodland Dr. (Coos Bay) Section" | 0.0 | 30,000 | 23,450 | 6,550 | | ROW-80' normal; Access control-none; Parking restrictions-complete. |
| JLG | PROJECT TOTALS | 0.0 | 35,000 | 27,350 | 7,650 | | |
| | | | (16) (23) | (24) (23) | | | |

REMARKS

* ADT is entering volumes.

-OVER-

# EMPIRE-COOS BAY HIGHWAY AT WOODLAND DRIVE (COOS BAY) SECTION
## PROJECT NO. M-2680(2)

Existing Facility: Bituminous surfaced 56-ft curbed section with 5-ft sidewalks.

Adjacent Sections: Bituminous surfaced 56-ft curbed section with 5-ft sidewalks.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Installation of a fully actuated traffic signal and other incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 25, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 4.

84[illegible]

May 28, 1976

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Richard Vahanek
Acting Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Coos Bay covering the installation of traffic signals at the intersection of the Empire-Coos Bay Highway and Woodland Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (conf. agree. att.)

Coos Bay
BEN CLIFFORD
FAU

Butler

Section Empire-Coos Bay Hwy at [illegible] Dr (Coos Bay) Programming Estimate $ 31,000

Highway Empire-Coos Bay Project Length —

County Coos 5-26-76 Completion Time 220 Cal. Days

Kind of Work Signals

Prefix ~~37-1451~~ FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 25,920.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | $ 1,100.00 |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | 100.00 | |
| Permanent Pavement Striping | 250.00 | |
| Stage Construction Striping | | |
| Temporary Erosion Control | | |
| Install Truck Scale Mechanism | | |
| Truck Scale House | | |
| Install Temporary Traffic Signals | | |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| Furnish Mail Box Posts | | |
| Pipe Bedding Materials | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | 750.00 | |
| Bikeway Signs | | |
| Adjust Utilities | | |
| Misc. Permit Fees | | |

$ 27,020.00

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COUNTY & CITY SECTION
MAY 26 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Contingencies (4-1/2%) 1,215.90

Engineering ( 10 %) 2,702.00

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 30,937.90

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 26 May 76

Section Empire - Coos Bay Hwy at Woodland Dr. (Coos Bay)

County Coos

Kind Of Work Signals

Length —

Name Butler

| No | ITEM | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 500.00 |
| | Temporary Signs | | Sq. Ft. | 160 | 6.00 | 960.00 |
| | Flagmen | | Hour | 40 | 14.50 | 580.00 |
| | Traffic Signal Installation, Complete | | Lump Sum | All | Lump Sum | 23,880.00 |
| | TOTAL | | | | | 25,920.00 |

8

DATE: May 17, 1976

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY H. S. COULTER

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Traffic Signal Installation
Empire-Coos Bay Highway at Woodland Drive

We have an agreement which has been executed by the City of Coos Bay covering the installation of traffic signals at the intersection of the Empire-Coos Bay Highway and Woodland Drive.

The agreement provides that the State shall prepare all plans and specifications and perform the work of the project. The estimated cost of this project is $31,000, which will be split $24,180 Federal Aid Urban funds and $6,820 State funds.

After completion of the project, the State will maintain the traffic signals and the City will pay for all power consumption.

This will be on the agenda for your consideration at the May 25 meeting and your approval of the agreement is recommended.

bc: C. W. Head
H. S. Coulter
R. L. Schroeder
V. E. Skoog
George Bell
Robert A. Burco
E. S. Hunter
L. E. George
Don Harwell
Alfred Shirley, Jr.

VLT:cm srb

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

May 4, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

Enclosed are the executed City-State agreements in behalf of the City of Coos Bay on the FAUS signalization project at Ocean Boulevard and Woodland Drive here in Coos Bay; also Resolution 76-23 authorizing the execution of the City-State agreement for this signal installation.

Very truly yours,

Joe A Schwarm
Joe A. Schwarm
Director of Public Works

Enclosures

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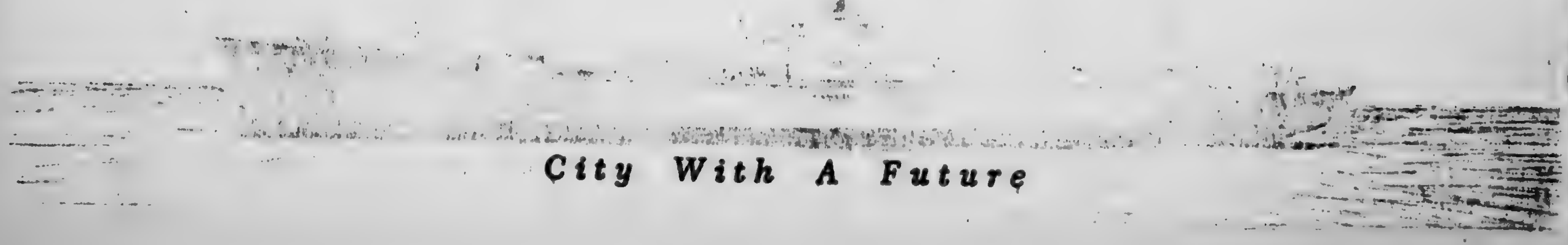
COUNTY & CITY SECTION
MAY 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



*City With A Future*

840-3 1

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 19, 1976

TO Transportation
Oregon ~~State Highway~~ Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
APR 23 1976

SUBJECT Federal Aid Urban System Project Request and Project Cancellation

Presented for your consideration at the April 23 meeting will be a request to cancel a previously approved Urban System Project and a request for approval of an Urban System project.

The request for cancellation is for a previously approved preliminary engineering project (State project) on the Clackamas Highway from I-205 Interchange to Boring Road.

Coos Bay is requesting a $35,000 traffic signal project at the intersection of the Empire-Coos Bay Highway and Woodland Drive.

Federal Urban System funds for the proposed project are estimated at $27,300 with the State providing approximately $7,700 in match funds. This project has been investigated and is eligible for funding under the Federal Aid Urban System program.

I recommend your approval and request authority to sign the project agreements for and on your behalf.

Att.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
E. L. Hardt
Alfred Shirley
L. W. Rulien
V. E. Skoog
Don Harwell
George Bell

GEZ:sch dpy

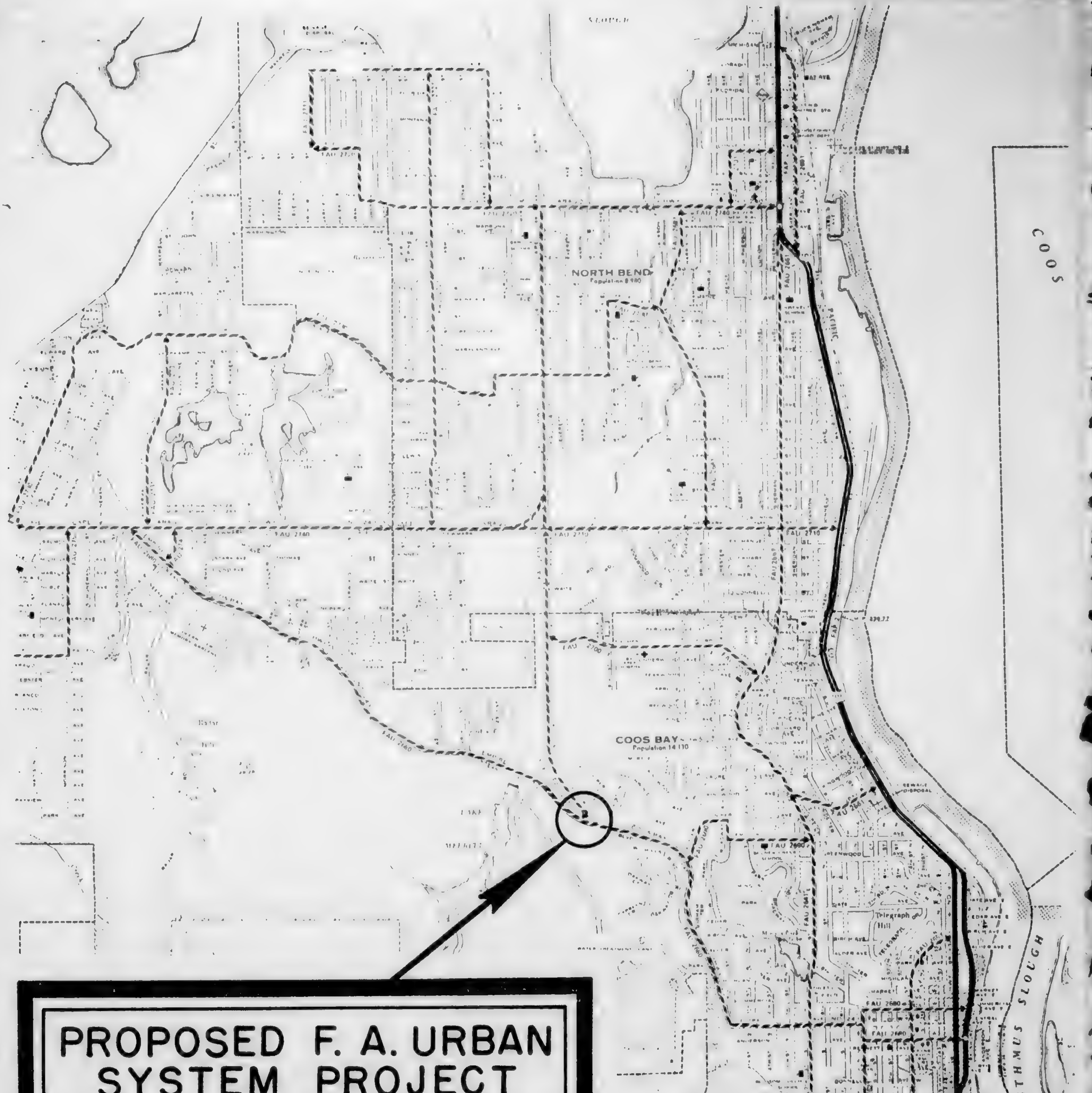
CITY OF COOS BAY
Proposed Urban System Project

Empire-Coos Bay Highway at Woodland Drive, FAU 2671
Traffic Signals
$35,000

This project entails all the necessary work and costs to install traffic signals at the intersection of the Empire-Coos Bay Highway and Woodland Drive.

Perform necessary engineering.

76-d
4/14/76



NORTH BEND
Population 8 980
COOS BAY
Population 14 110
COOS
ISTHMUS SLOUGH
Telegraph Hill
FAU 2780
FAU 2740
FAU 2700
FAU 2680
FAU 2620
ENGLEWOOD
BUNKER
EASTSIDE

PROPOSED F. A. URBAN
SYSTEM PROJECT

Rulien
[illegible] Coos Bay
PRO 6

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Joe A. Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, Or 97420

April 9, 1976

Dear Mr. Schwarm:

This will acknowledge your letter of April 7, 1976, transmitting endorsements of your requested FAUS signalization project on the Empire-Coos Bay Highway (Ocean Boulevard) at Woodland Drive (FAU 2671) from Coos County, Eastside and North Bend.

This project is being given special attention due to the change in status of Ocean Boulevard June 30, 1976, resulting from system realignment based on functional classification.

We have been advised that the House-Senate Conference Committee has completed their work on the 1976 Federal Highway Act. The Congress should have the final bill prepared, enacted and sent to the President in the next three weeks. There are no major surprises in the proposed bill and the funding levels are about the same as before.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

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COUNTY & CITY SECTION
APR 13 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

GLC/dt

cc: L. W. Rulien
L. E. George
B. E. Brown
Eugene Ash

PROJECT MANAGEMENT
APR 12 '76
REFER TO
FOR
See me
Letter
File
Action
R/D
Investigate
Info

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

April 7, 1976

Mr. Glen Clark
Regional Federal Aid Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

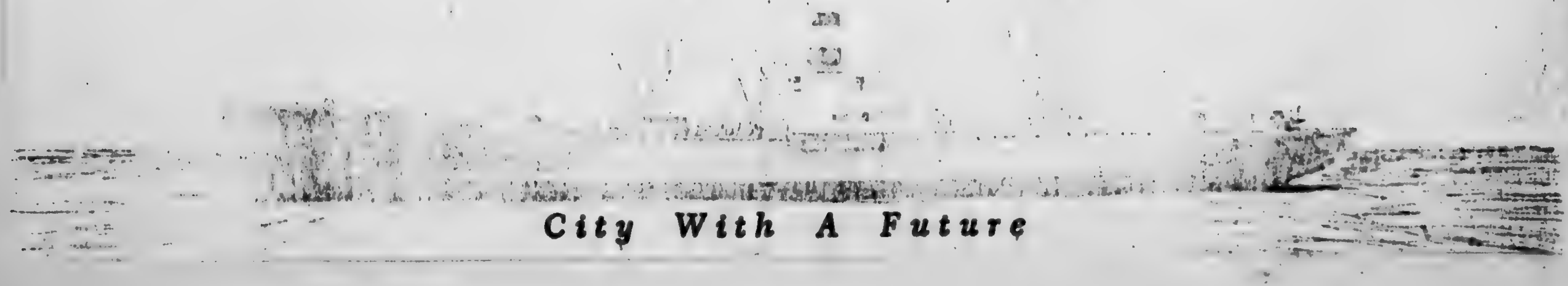
Enclosed are copies of the authorization by Coos County, City of Eastside and the City of North Bend making the Ocean Boulevard-Woodland Drive traffic signal the second priority project on our F.A.U. System.

We hope to set up a joint meeting in the near future to establish a priority listing to be submitted to you for review and approval.

Sincerely,

Joe A Schwarm
Joe A. Schwarm
Director of Public Works

Enclosures (3)



City of North Bend
NORTH BEND, OREGON 97459

April 2, 1976

City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

Gentlemen:

In response to your verbal request, the City of North Bend supports the signalization of the intersection of Ocean Blvd. (FAU 2680) and Woodland Drive (FAU 2671) at an estimated cost of $35,000 as the first priority project on the Federal Aid Urban System in the Coos Bay Urban Area immediately after the currently approved project for the Sherman-Sheridan One-Way Couplet.

Sincerely,

CITY OF NORTH BEND

B L Bev Higgins

B. L. (Bev) Higgins
Mayor

BLH:WAB:lm

RECEIVED APR 0 7 1976

**County of Coos**

COQUILLE, OREGON 97423

**COOS COUNTY**
**HIGHWAY DEPARTMENT**
**P. O. Box 66**

March 31, 1976

Joe A. Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, Oregon 97420

Dear Mr. Schwarm:

I have reviewed City of Coos Bay's FAU priority projects which were given out at the March 29, 1976 meeting.

In that the other cities involved have no objection, the County will endorse the City of Coos Bay's #1 Project entitled, "Install Signalization at Ocean Blvd. & Woodland Drive."

In order to complete the FAU Priority Projects for the area the projects from the other cities should be incorporated into a project list. The County would be glad to assist in review of such a list or in any other manner in order to achieve the overall FAU Priority Projects for the area.

Sincerely,

COOS COUNTY ENGINEERING DPT.

ROCKNE R. LUCKMAN
Coos County Engineer

RRL/bk

RECEIVED APR - 2 1976

Rulien
PRO 6

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mrs. Nadine Hagquist, Recorder
City of Eastside
P. O. Box 4325
Eastside, OR 97420

April 6, 1976

Dear Mrs. Hagquist:

This will acknowledge your letter of April 1, 1976, concurring with the city of Coos Bay's intent to place the signalization of Ocean Boulevard and Woodland Drive as the urban area's second priority on a list of federal-aid urban projects now being formulated by all agencies with jurisdiction within the urban area.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
B. E. Brown

PROJECT MANAGEMENT
APR -7 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECORDER'S OFFICE PHONE 503-267-6811

CITY OF EASTSIDE
P. O. BOX 4325
EASTSIDE, OREGON 97420

April 1, 1976

Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Attention: Glen L. Clark, Regional Federal-Aid Engineer

Dear Mr. Clark:

The City of Eastside approves the project of installation of a traffic signal at Ocean Blvd and Woodland Drive in Coos Bay as priority two under Federal-aid Urban System. We understand City of Coos Bay has given their approval of the project.

Thank you.

Yours truly,

Nadine Hagquist

Mrs. Nadine Hagquist, City Recorder

TRS/nh
cc: City of Coos Bay

Form L-39 (Rev. 9-71)

Coos Bay
Agree
5-25-76

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

| | | | |
|---|---|---|---|
| Section | Empire-Coos Bay Hwy. @ Woodland Drive | Date | March 25, 1976, 19...... |
| Highway | Empire-Coos Bay | Authorization No. | 1 |
| County | Coos | Survey Prefix | 106-1921 (Assigned by Salem office) |

Description of termini, route, length, etc.: M.P. 1.85 which point is the intersection of the Empire-Coos Bay Highway (Ocean Blvd) with Woodland Drive.

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COUNTY & CITY SECTION
JUN 16 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Purpose of survey: To prepare plans, specifications and estimates for installation of a two-phase mast arm signal.

Estimate of cost:

| | | | |
|---|---|---|---|
| Field | 901 | ~~1,500~~ | 500 |
| Plans | 905 | 500 | |
| Utility | 914 | 200 | |
| Project. Mgt. | 920 | 50 | |
| Specifications | 921 | 250 | |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | ~~$2,500~~ 150 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:

............................................ Field Engineer

Recommended for Approval:
J. X. Wilson
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

[illegible] 6-11-76
[illegible] FAUS [illegible]

Rev. 6/5/75

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnotes area to answer any ambiguous questions or to explain any unusual conditions.

**Applicant Agency** City of Coos Bay **Date** March 18, 1976
**Federal Aid System Route No.** FAU 2680 **Route Name** Coos Bay-Empire State Hwy. No. 243
**Project Name** Signalization at intersection of Woodland Drive (FAU 2671)
**Project Length** Individual intersection **Project Location (Attach sketch map)**
**Project Description** Install full actuated mast arm mounted traffic signal at intersection of Coos Bay-Empire State Highway No. 243 (FAU 2680) and Woodland Drive (FAU 2671)

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APR 1[illegible] 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**Average Daily Traffic** See attached **Design Speed** 40

**Complete Applicable Sections:**

### I. ROADWAY DATA

**1. Existing Roadway:** (Attach sketch)

**Width** 56 **Travel Lanes** 4 **Shoulders** Concrete curbs
**Medians** **Parking** none allowed
**Sidewalks** 5 foot walk
**Other**

**2. Desired Roadway Cross Section:** (Attach sketch) Not applicable

**Width** **Travel Lanes** **Shoulders**
**Medians** **Parking**
**Curbed** **Length Curb Radii**
**Sidewalk/Bikeway**
**Other**

**FOOTNOTES:**

**Description of Proposed Roadway Work** not applicable

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 80 Minimum 60 Maximum 100

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Not applicable

4. Will applicant acquire right-of-way and have State review negotiations? Yes_______ No_______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes_______ No_______

7. Is a public hearing necessary?
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? no If so, explain
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
   If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization:

   1 stop sign

2. Proposed Signalization:

   Location Intersection of Coos Bay-Empire State Highway No. 243 (FAU 2680) and Woodland Drive (FAU 2671)
   Type Full traffic actuated mast arm mounted traffic signal

Phases 2 phase
Type of Suspension Mast Arm
Interconnected None
Other None

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? None required

4. Permanent Striping:

Include in project or by applicant? None required

## IV. ILLUMINATION DATA

1. Present Illumination and Location:

None

2. Proposed Illumination:

Location In planning stage
Type

## V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location Ocean Boulevard & Woodland Drive

Is a particular type of structure and design desired?
Mast arm mounted signals

Approximate size of proposed structure

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? No

## VI. RAILROAD DATA - Not applicable

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | | |
|---|---|---|
| 1. | Citizen Involvement | City Manager<br>Office |
| 2. | Environmental | City Manager<br>Office |
| 3. | Public Hearing | City Manager<br>Office |

REMARKS: ______________________________

## VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ______________________________

2. Does the applicant desire to perform the project preliminary engineering?
Yes ________ No X

Does the applicant desire to perform the project construction engineering?
Yes ________ No ________

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ |
| Right-of-Way Costs (if participating) | |
| Traffic Control | 30,000.00 |
| Illumination | |
| Structures | |
| Railroad | |
| Other Engineering Costs | 5,000.00 |
| Preliminary Engineering | |
| PROJECT TOTAL | $ 35,000.00 |

FOOTNOTES: ______________________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

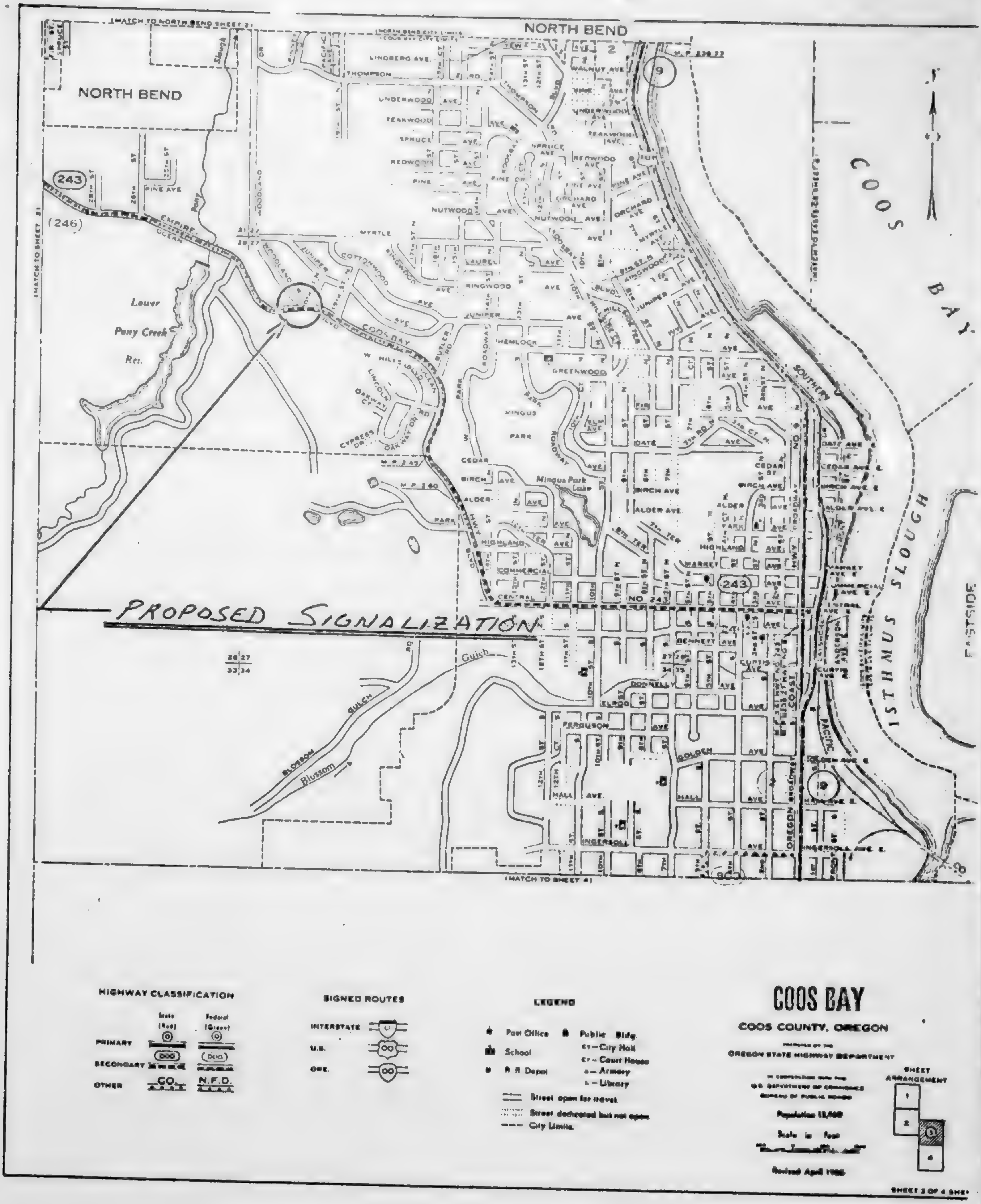
City of Coos Bay and/or ________ County

By Richard L. Kahanek    By ________

By Kahanek    By ________

By ________

EXHIBIT #1


MATCH TO NORTH BEND SHEET 2
NORTH BEND
NORTH BEND CITY LIMITS
COOS BAY CITY LIMITS
M.P. 236.77
9
243
(246)
MATCH TO SHEET 2
Lower Pony Creek Res.
Pony Slough
EMPIRE – OCEAN
COOS BAY
ISTHMUS SLOUGH
EASTSIDE
MINGUS PARK
Mingus Park Lake
M.P. 2.49
M.P. 2.60
Blossom Gulch
SOUTHERN PACIFIC
COAST HWY
243
PROPOSED SIGNALIZATION
MATCH TO SHEET 4
28 27
33 34
HIGHWAY CLASSIFICATION
State (Red)
Federal (Green)
PRIMARY
SECONDARY
OTHER
CO.
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R.R. Depot
Street open for travel
Street dedicated but not open
City Limits
COOS BAY
COOS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,400
Scale in feet
Revised April 1966
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS

## OCEAN BOULEVARD & WOODLAND DRIVE

### TRAFFIC COUNTS
MAY 19, TO MAY 30, 1975

Ocean Boulevard 100 feet East of Woodland Drive:

North Lane ADT 8,004
South Lane ADT 6,627
Total (ADT=14,631)

Ocean Boulevard 100 feet West of Woodland Drive:

North Lane ADT 4,903
South Lane ADT 5,028
Total (ADT= 9,931)

Woodland Drive 50 feet North of Ocean Boulevard:

(ADT = 5,357)

The above counts were machine made and have not been adjusted for more than two axles per vehicle. This adjustment would only be required on Ocean Blvd. since Woodland Drive has a 5 Ton load limit.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Empire-Coos Bay Hwy. #243 (Ocean Blvd.) and
Woodland Drive (FAU 2671)

# TRAFFIC SIGNAL WARRANT COMPARISON*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) | 943 | 938 | 884 | 867 | 741 | 707 | 738 | 628 |
| Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) | 211 | 165 | 206 | 207 | 174 | 167 | 132 | 129 |
| Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) | | | | | | | | |

| | Minimum Volume Warrant** | | Number of Hours Warrant is Met (8 required) |
|---|---|---|---|
| 1. Minimum Vehicular Volume: | | | |
| Major Street | 420 | | |
| Minor Street | 105 | | 8 |
| 2. Interruption of Continuous Traffic: | | | |
| Major Street | 630 | | |
| Minor Street | 53 | | 8 |
| 3. Minimum Pedestrian Volume: | | | |
| Vehicular Volume (Major Street) | 420 | | |
| Pedestrian Volume | 105 | | 0 |
| 4. Accident Experience: | | | |
| Preventable Accidents (last 12 months) | | 1 | |
| Minimum Warrant | | 5 | |
| 5. Systems Warrant (if applicable): | | | |
| Entering Volume (Weekday peak hour) | | N/A | |
| Minimum Warrant | | 800 | |

Date of Traffic Count 6/27/75

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

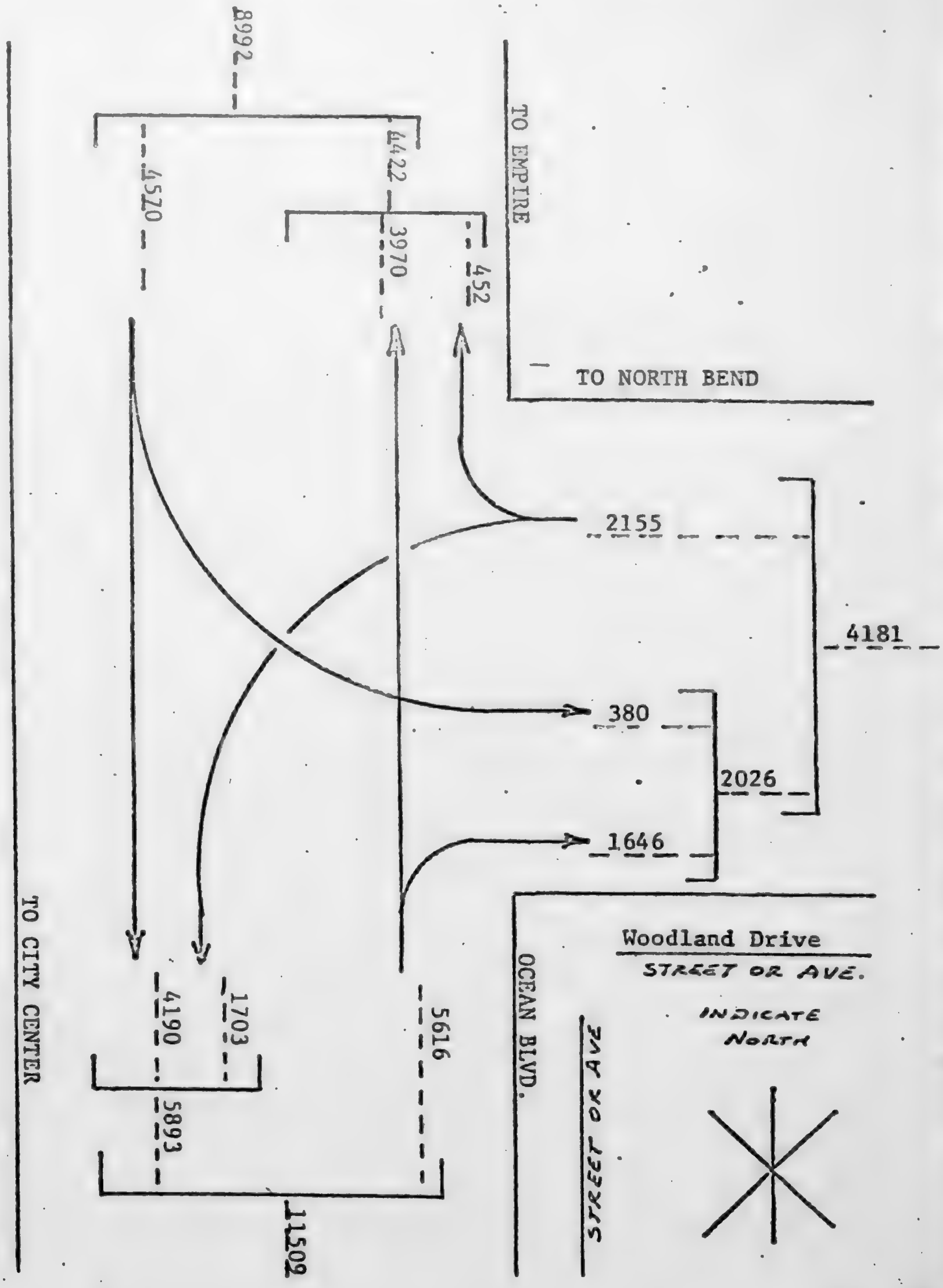
** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

8

# SIXTEEN HOUR VEHICULAR VOLUME

DATE 6-27-75
DAY OF WEEK Friday
ACTUAL COUNT (VEH) 16 HRS
HOURS COUNTED 6 A.M. to 10 P.M.

CITY OF COOS BAY
INTERSECTION OF Woodland Drive (FAV 2671) & Ocean Blvd. (FAU 2680) (Empire Coos Bay Highway 243)


8992
4520
4422
3970
452
TO EMPIRE
TO NORTH BEND
2155
4181
380
2026
1646
TO CITY CENTER
4190
1703
5893
5616
11509
OCEAN BLVD.
STREET OR AVE
Woodland Drive
STREET OR AVE.
INDICATE NORTH

REMARKS

| | No. | % |
|---|---|---|
| Total Vehicles | 12,341 | 100 |
| Entering from North | 2,155 | 17.5 |
| Entering from East & West | 10,185 | 82.5 |

Traffic exiting from Woodland held up by 3 or more cars would use frontage road to the east.

Rev 3 [illegible]

TRAFFIC ENGINEERING SECTION

# SUMMARY OF TRAFFIC COUNT

Date 6/27/75

Day of week Friday

Hours counted 6 a.m. to 10 p.m.

Weather

Classification

City or County Coos Bay

Intersection Woodland Drive (FAV

Ocean Blvd. (FAV 2680-Empire C

Mile Post

Classification

| TIME | | SUMMARY BY MOVEMENTS | | | | | | | | | | | | | From North and South | Per Cent of Total | From East and West | Per Cent of Total | ENTERING VOLUMES - SUMMARY BY LEGS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | | | | | North | East | West | South |
| A.M. | 6:00- 7:00 | | 9 | | 16 | | | 36 | 116 | | 19 | | 4 | 200 | 23 | 11.5 | 177 | 88.5 | 23 | 52 | 125 | |
| | 7:00- 8:00 | | 24 | | 48 | | | 188 | 278 | | 70 | | 21 | 629 | 91 | 14.5 | 538 | 85.5 | 91 | 236 | 302 | |
| | 8:00- 9:00 | | 22 | | 66 | | | 169 | 203 | | 78 | | 8 | 546 | 86 | 15.8 | 460 | 84.2 | 86 | 235 | 225 | |
| | 9:00-10:00 | | 22 | | 74 | | | 193 | 229 | | 86 | | 11 | 615 | 97 | 15.8 | 518 | 84.2 | 97 | 267 | 251 | |
| | 10:00-11:00 | | 21 | | 99 | | | 257 | 304 | | 83 | | 29 | 793 | 112 | 14.1 | 681 | 85.9 | 112 | 356 | 325 | |
| | 11:00-12:00 | | 23 | | 135 | | | 281 | 299 | | 100 | | 32 | 870 | 132 | 15.2 | 738 | 84.8 | 132 | 416 | 322 | |
| P.M. | 12:00- 1:00 | | 34 | | 155 | | | 338 | 340 | | 170 | | 37 | 1074 | 207 | 19.3 | 867 | 80.7 | 207 | 493 | 374 | |
| | 1:00- 2:00 | | 30 | | 124 | | | 299 | 288 | | 139 | | 35 | 915 | 174 | 19.0 | 741 | 81.0 | 174 | 423 | 318 | |
| | 2:00- 3:00 | | 41 | | 132 | | | 277 | 257 | | 118 | | 49 | 874 | 167 | 19.1 | 707 | 80.9 | 167 | 409 | 298 | |
| | 3:00- 4:00 | | 31 | | 178 | | | 347 | 328 | | 168 | | 38 | 1090 | 206 | 18.9 | 884 | 81.1 | 206 | 525 | 359 | |
| | 4:00- 5:00 | | 22 | | 159 | | | 422 | 340 | | 162 | | 49 | 1154 | 211 | 18.3 | 943 | 81.7 | 211 | 581 | 362 | |
| | 5:00- 6:00 | | 35 | | 155 | | | 422 | 326 | | 136 | | 29 | 1103 | 165 | 15.0 | 938 | 85.0 | 165 | 577 | 361 | |
| | 6:00- 7:00 | | 21 | | 92 | | | 253 | 251 | | 102 | | 27 | 746 | 129 | 17.3 | 617 | 82.7 | 129 | 345 | 272 | |
| | 7:00- 8:00 | | 21 | | 104 | | | 236 | 267 | | 103 | | 26 | 757 | 129 | 17.0 | 628 | 83.0 | 129 | 340 | 288 | |
| | 8:00- 9:00 | | 10 | | 75 | | | 210 | 193 | | 105 | | 24 | 617 | 129 | 20.9 | 488 | 79.1 | 129 | 285 | 203 | |
| | 9:00-10:00 | | 14 | | 34 | | | 42 | 171 | | 64 | | 33 | 358 | 97 | 27.1 | 261 | 72.9 | 97 | 76 | 185 | |
| | 10:00-11:00 | | | | | | | | | | | | | | | | | | | | | |
| | 11:00-12:00 | | | | | | | | | | | | | | | | | | | | | |
| A.M. | 12:00- 1:00 | | | | | | | | | | | | | | | | | | | | | |
| | 1:00- 2:00 | | | | | | | | | | | | | | | | | | | | | |
| | 2:00- 3:00 | | | | | | | | | | | | | | | | | | | | | |
| | 3:00- 4:00 | | | | | | | | | | | | | | | | | | | | | |
| | 4:00- 5:00 | | | | | | | | | | | | | | | | | | | | | |
| | 5:00- 6:00 | | | | | | | | | | | | | | | | | | | | | |
| 24-Hour total | | | | | | | | | | | | | | | | | | | | | | |
| 16 Hour total | | | 380 | | 1646 | | | 3970 | 4190 | | 1703 | | 452 | 12,341 | 2155 | 17.5 | 10,186 | 82.5 | 2155 | 5616 | 4570 | |
| __-Hour total | | | | | | | | | | | | | | | | | | | | | | |
| Control | | | | | | | | | | | | | | | | | | | | | | |
| Factor | | | | | | | | | | | | | | | | | | | | | | |

Tabulated by

Checked by

Woodland Drive St. is North and South

Ocean Blvd. St. is East and West

TRAFFIC ENGINEERING SECTION

# SUMMARY OF TRAFFIC COUNT

City or County Coos Bay

Intersection Woodland Drive (FAV 2671) &
Ocean Blvd. (FAV 2680-Empire Coos Bay Hwy 243)

y

to 10 p.m.

Classification

Mile Post

Classification

| | SUMMARY BY MOVEMENTS | | | | | | | | | | | | | ENTERING VOLUMES - SUMMARY BY LEGS | | | | PEDESTRIANS USING CROSSWALKS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North | East | West | South |
| | | | 36 | 116 | | 19 | | 4 | 200 | 23 | 11.5 | 177 | 88.5 | 23 | 52 | 125 | | – | – | – | – |
| | | | 188 | 278 | | 70 | | 21 | 629 | 91 | 14.5 | 538 | 85.5 | 91 | 236 | 302 | | | | | |
| | | | 169 | 203 | | 78 | | 8 | 546 | 86 | 15.8 | 460 | 84.2 | 86 | 235 | 225 | | | | | |
| | | | 193 | 229 | | 86 | | 11 | 615 | 97 | 15.8 | 518 | 84.2 | 97 | 267 | 251 | | | | | |
| | | | 257 | 304 | | 83 | | 29 | 793 | 112 | 14.1 | 681 | 85.9 | 112 | 356 | 325 | | | | | |
| | | | 281 | 299 | | 100 | | 32 | 870 | 132 | 15.2 | 738 | 84.8 | 132 | 416 | 322 | | | | | |
| | | | 338 | 340 | | 170 | | 37 | 1074 | 207 | 19.3 | 867 | 80.7 | 207 | 493 | 374 | | | | | |
| | | | 299 | 288 | | 139 | | 35 | 915 | 174 | 19.0 | 741 | 81.0 | 174 | 423 | 318 | | | | | |
| | | | 277 | 257 | | 118 | | 49 | 874 | 167 | 19.1 | 707 | 80.9 | 167 | 409 | 298 | | | | | |
| | | | 347 | 328 | | 168 | | 38 | 1090 | 206 | 18.9 | 884 | 81.1 | 206 | 525 | 359 | | | | | |
| | | | 422 | 340 | | 162 | | 49 | 1154 | 211 | 18.3 | 943 | 81.7 | 211 | 581 | 362 | | | | | |
| | | | 422 | 326 | | 136 | | 29 | 1103 | 165 | 15.0 | 938 | 85.0 | 165 | 577 | 361 | | | | | |
| | | | 253 | 251 | | 102 | | 27 | 746 | 129 | 17.3 | 617 | 82.7 | 129 | 345 | 272 | | | | | |
| | | | 236 | 267 | | 103 | | 26 | 757 | 129 | 17.0 | 628 | 83.0 | 129 | 340 | 288 | | | | | |
| | | | 210 | 193 | | 105 | | 24 | 617 | 129 | 20.9 | 488 | 79.1 | 129 | 285 | 203 | | | | | |
| | | | 42 | 171 | | 64 | | 33 | 358 | 97 | 27.1 | 261 | 72.9 | 97 | 76 | 185 | | | | | |
| 6 | | | 3970 | 4190 | | 1703 | | 452 | 12,341 | 2155 | 17.5 | 10,186 | 82.5 | 2155 | 5616 | 4570 | | | | | |

Tabulated by

Checked by

e St. is North and South

St. is East and West

Rulien

PRO 6

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 17, 1975

Mr. Joe A. Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

Dear Mr. Schwarm:

This will acknowledge your letter of June 13, 1975, transmitting a Title II project application for a traffic signal at Woodland Drive and the Empire-Coos Bay Highway (Ocean Boulevard) in Coos Bay.

Your application is in order but we will need a 16-hour manual turning movement count for warrant calculations. You should have on file the field tally sheets that are to be used showing the vehicle classification breakdown, through and turning movements needed.

Your application is being forwarded to the Traffic Engineering Section for warrant computation and prioritizing as a prerequisite to approval for funding.

When your volume data is received, it will be forwarded. When additional information is available, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
B. E. Brown

PROJECT MANAGEMENT
ROUTING
P.M. ENGINEER
PROJ. DEV. ENGR
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
REMARKS:
ACTION
JUN 19 1975 Title II

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

June 13, 1975

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
Region 3
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

We are submitting the attached Title II Project application for the proposed signalization of Woodland Drive and Ocean Boulevard. We would appreciate your prompt attention to this request.

Please give me a call if you have any questions.

Very truly yours,

Joe A Schwarm

Joe A. Schwarm
Director of Public Works

ms
Enclosures

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

# TITLE II PROJECT APPLICATION
(1973 Federal-Aid Highway Act)

GOVERNMENTAL UNIT SUBMITTING PROJECT City of Coos Bay DATE 6/13/75

SUGGESTED NAME OF PROJECT Ocean Blvd. (Empire-Coos Bay Hwy. 243)- Woodland Drive Signalization

LOCATION OR LIMITS OF PROJECT Intersection of Empire-Coos Bay Hwy No 243 (Ocean Blvd.) (FAU 2680) with Woodland Drive (FAU 2671)

PROJECT DESCRIPTION Install full traffic actuated traffic signals at the intersection of Ocean Blvd. and Woodland Drive

DESCRIBE PRESENT CONFIGURATION OR SITUATION LEADING TO PROJECT REQUEST Ocean Blvd. 56 feet wide and recently reconstructed intersects Woodland Drive at right angles. Since the improvement on Ocean Blvd,,traffic volumes have increased. In addition, no less than six accidents have occurred at this location since November, 1974.

EXPECTED BENEFITS To create a safer flow of traffic and thereby reduce accidents.

ADDITIONAL RIGHT OF WAY REQUIRED YES ☐ NO [XX]

METHOD OF CONSTRUCTION ANTICIPATED

☒ Contract ☐ City-County Forces1/ ☐ State Forces

ESTIMATED COST

LIST ACCOMPANYING EXHIBITS(Vicinity Maps, - Volume Date, Photographs, etc)

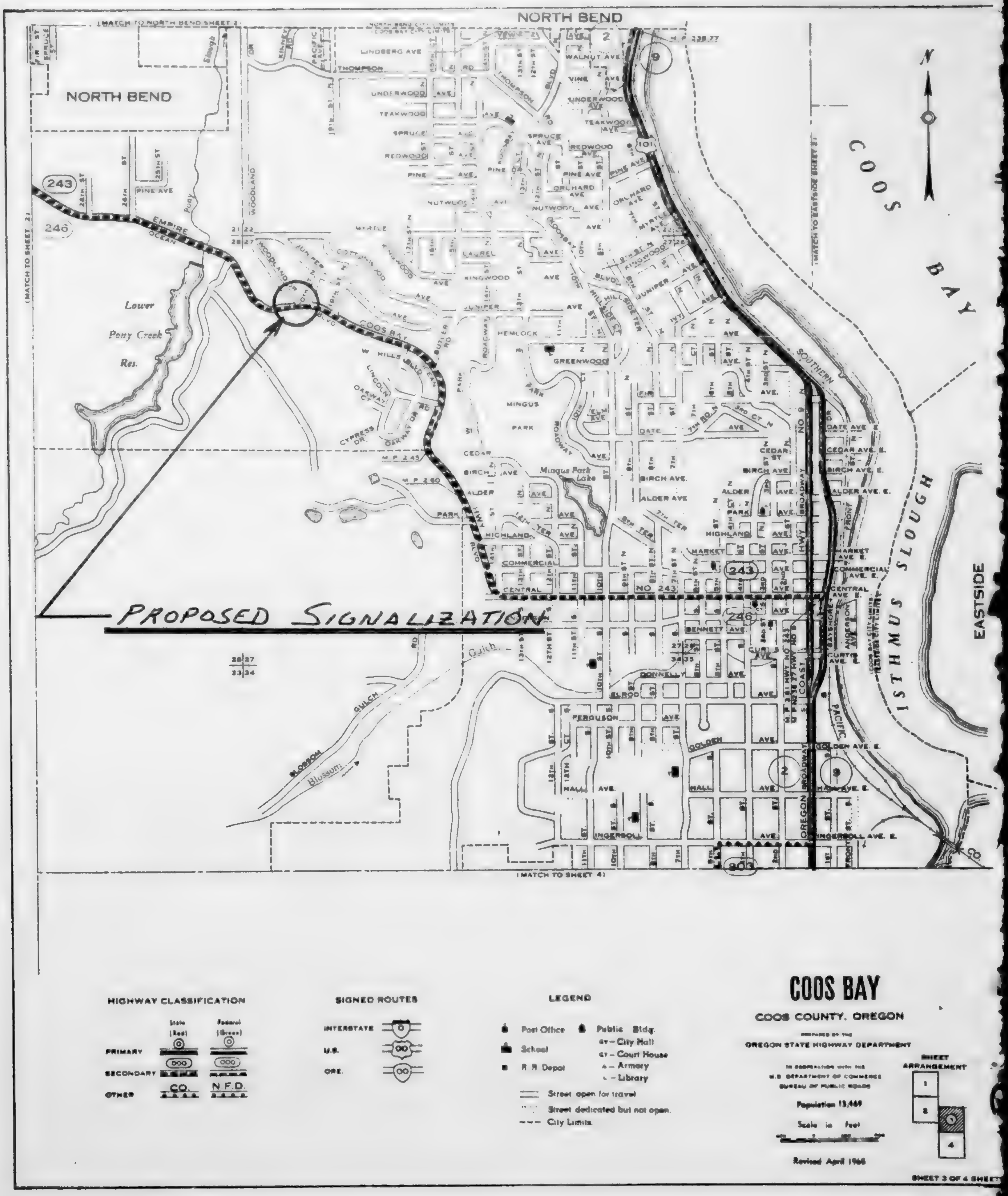
Vicinity Map - Exhibit #1 Accident Reports- Exhibit #4

Traffic Volumes Exhibit #2

Photographs Exhibit #3

1/ Attach six signed copies of City/County Force Order

EXHIBIT #1


PROPOSED SIGNALIZATION
NORTH BEND
COOS BAY
ISTHMUS SLOUGH
EASTSIDE
Lower Pony Creek Res.
Mingus Park
Mingus Park Lake
(MATCH TO NORTH BEND SHEET 2)
(MATCH TO SHEET 2)
(MATCH TO SHEET 4)
(MATCH TO EASTSIDE SHEET 2)
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SECONDARY
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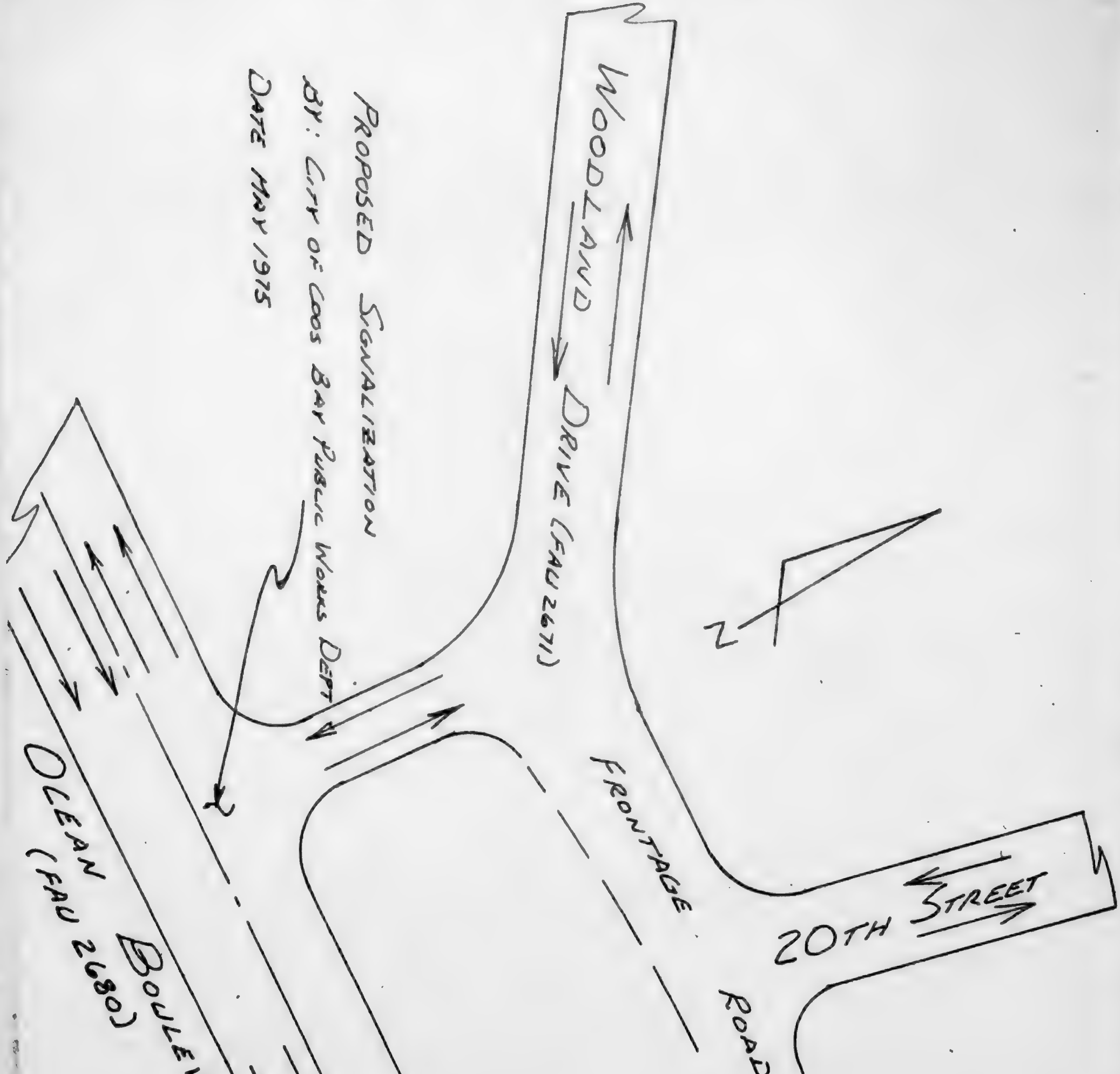
CO.
N.F.D.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits
COOS BAY
COOS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,449
Scale in Feet
Revised April 1966
SHEET ARRANGEMENT
SHEET 3 OF 4 SHEETS

EXHIBIT #1



PROPOSED SIGNALIZATION
BY: CITY OF COOS BAY PUBLIC WORKS DEPT
DATE MAY 1975

WOODLAND DRIVE (FAU 2671)
OCEAN BOULEVARD (FAU 2680) (FAS 243)
FRONTAGE ROAD
20TH STREET
N

EXHIBIT # 2

## OCEAN BOULEVARD & WOODLAND DRIVE

### TRAFFIC COUNTS
MAY 19, TO MAY 30, 1975

Ocean Boulevard 100 feet East of Woodland Drive:

| | | |
|---|---|---|
| North Lane | ADT | 8,004 |
| South Lane | ADT | 6,627 |
| Total | (ADT=14,631) | |

Ocean Boulevard 100 feet West of Woodland Drive:

| | | |
|---|---|---|
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| South Lane | ADT | 5,028 |
| Total | (ADT= 9,931) | |

Woodland Drive 50 feet North of Ocean Boulevard:

(ADT = 5,357)

The above counts were machine made and have not been adjusted for more than two axles per vehicle. This adjustment would only be required on Ocean Blvd. since Woodland Drive has a 5 Ton load limit.

EXHIBIT #3

EAST VIEW

WEST VIEW

EXHIBIT #3

SOUTHEAST VIEW

SOUTHWEST VIEW

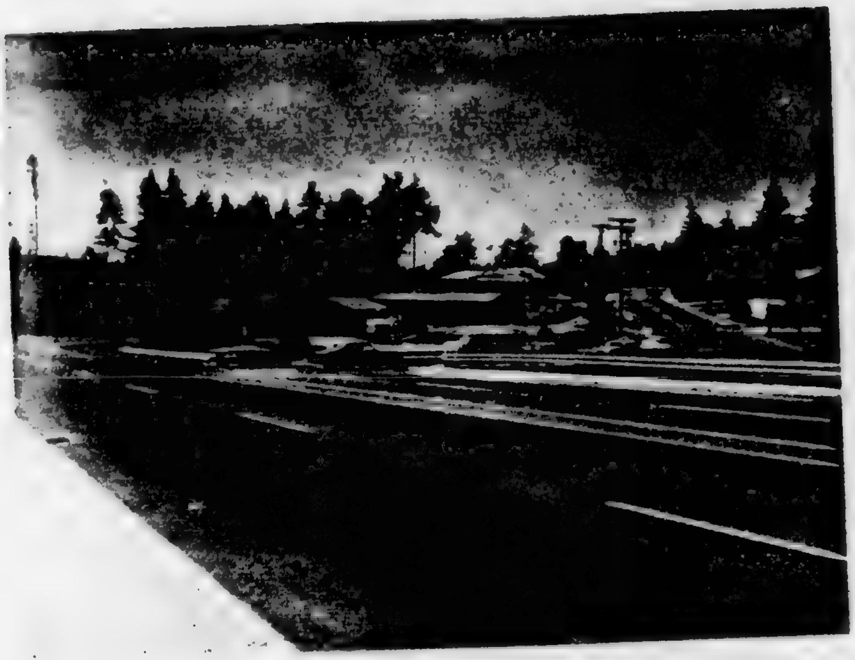
EXHIBIT #3

SOUTHEAST VIEW

SOUTHWEST VIEW

EXHIBIT #3

NORTHWEST VIEW



STATE OF OREGON

**Accident Report —Police** ☐ FATAL ☐ INJURY ☒ PROP. DAMAGE CBPD DEPARTMENT

EXHIBIT #14 NO. 32990

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| DATE OF ACCIDENT<br>6-3-75 | TIME OF ACCIDENT ☐ A.M. ☒ P.M.<br>12:20 | ARRIVED A E ☐ A.M. ☒ P.M.<br>12:35 | CITY<br>COOS BAY | COUNTY<br>COOS | SHEET ___ OF ___ SHEET(S) |
| OCCURRED ON (Route Number or Name)<br>WOODLAND |  |  | AT INTERSECTION OF (Route Number or Name)<br>OCEAN BLVD |  | DO NOT WRITE IN THIS SPACE |

IF NOT AT INTERSECTION ☐ FEET ☐ MILES N S E W ☐☐☐☐ OF (Intersecting highway or street, landmark, or house no.) MILE POST MILES N S E W ☐☐☐☐ OF NEAREST CITY

ACCIDENT INVOLVED MOTOR VEHICLE AND ☐ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☐ Motorcycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other ☐ ☐ City, County or State Property Damaged.

CODE FOR INJURY (mark the first one that applies)
K—DEAD BEFORE REPORT MADE
A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.
B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping
C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria
D—NO INJURY APPARENT

UNIT NO. 1 - MOTOR VEHICLE

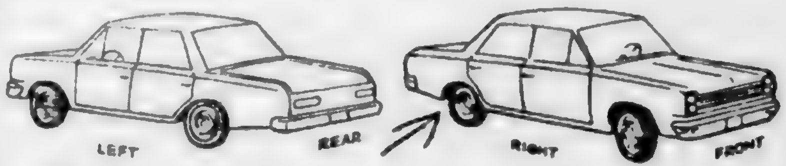
DRIVER'S FULL NAME (last) (first) (middle): BRUMBAUCH SR. FREDRICK JOSEPH
ADDRESS: 3075 LEAF TERRACE CB
OPERATOR LICENSE NO.: 537617
STATE: ORE ☒ REGULAR ☐ OTHER SPECIFY TYPE
DATE OF BIRTH: 8-23-20
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

| SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|
| X | 54 | M | D |

| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER |  |  |  |  |  |  |
| FRONT RIGHT |  |  |  |  |  |  |
| REAR LEFT |  |  |  |  |  |  |
| REAR CENTER |  |  |  |  |  |  |
| REAR RIGHT |  |  |  |  |  |  |

VEHICLE MAKE & MODEL: PONTIAC FIREBIRD BODY STYLE: 2HT. YEAR: 1975
LICENSE PLATE NUMBER: 770-J STATE: ORE DP. YEAR:
OWNER'S NAME AND ADDRESS: CORTESY PONTIAC BUICK INC.
VEHICLE REMOVED BY/TO: DRIVER DESTINATION

DAMAGE SUSTAINED



#RP-3

IS VEHICLE DRIVABLE? ☒ YES ☐ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

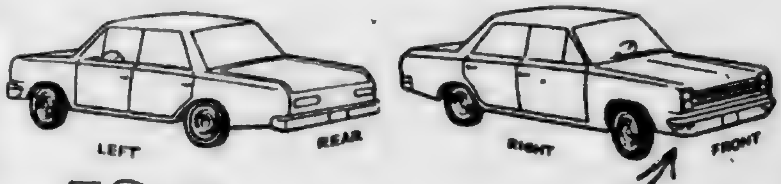
DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: DUNMAN, JAMES MICHAEL
ADDRESS: 717 SHUTTERS LANDING NB. RT.
OPERATOR LICENSE NO.: 1913920
STATE: ORE ☒ REGULAR ☐ OTHER SPECIFY TYPE
DATE OF BIRTH: 10-21-55
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

| SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|
| X | 19 | M | D |

| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER |  |  |  |  |  |  |
| FRONT RIGHT |  |  |  |  |  |  |
| REAR LEFT |  |  |  |  |  |  |
| REAR CENTER |  |  |  |  |  |  |
| REAR RIGHT |  |  |  |  |  |  |

VEHICLE MAKE & MODEL: CHEVROLET VEGA BODY STYLE: 2 wg YEAR: 1973
LICENSE PLATE NUMBER: JAY DEE STATE: ORE YEAR: 1976
OWNER'S NAME AND ADDRESS: SAME AS DRIVER
VEHICLE REMOVED BY/TO: DRIVER / Destination

DAMAGE SUSTAINED



FR-2

IS VEHICLE DRIVABLE? ☒ YES ☐ NO

| WEATHER (Check one) | ROAD COND. (Check one) | LIGHT COND. (Check one) |
|---|---|---|
| ☒ CLEAR | ☒ DRY | ☒ DAYLIGHT |
| ☐ RAINING | ☐ WET | ☐ DAWN OR DUSK |
| ☐ SNOWING | ☐ SNOWY | ☐ DARKNESS, LIGHTED |
| ☐ FOG | ☐ ICY | ☐ DARKNESS, UNLIGHTED |
| ☐ OTHER.......... | ☐ OTHER.......... | ☐ OTHER.......... |

|  | UNIT 1 | UNIT 2 |
|---|---|---|
| SKIDMARKS TO IMPACT (ft) | 66 | 0 |
| DISTANCE TRAVELED AFTER IMPACT (ft) | 66' | 4' |
| STATED SPEED BEFORE IMPACT (MPH) | 30 | 15 |
| DESIGNATED SPEED FOR AREA (MPH) | 40 | 30 |

FIRST AID GIVEN BY: NA

INJURED TAKEN
TO ..........
BY ..........

WITNESSES
NAME: .......... ADDRESS: ..........
NAME: .......... ADDRESS: ..........

ACTIONS TAKEN (Arrests, etc.)
CITED #2 DRIVER FOR FAILURE TO YIELD TO ONCOMING TRAFFIC.

REPORTING OFFICER
David L Mai

Form 46 12-71

## DESCRIPTION & DIAGRAM OF ACCIDENT

*Describe what happened; including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; unusual circumstances; temporary highway conditions, highway defects, if any; traffic control defects, if any, vehicle defects, if any, and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles.*

VEHICLE #1 WAS TRAVELLING
WEST ON OCEAN BLVD
VEHICLE #2 WAS STOPED
WAITING TO PULL ONTO
OCEAN BLVD. (EAST BOUND)
VEHICLE #2 FAILED TO
SEE #1 AND PULLED
INTO THE SYDED OF #1

*Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.*

NORTH

## SUPPLEMENTARY REPORT

EXHIBIT #4

STATE OF OREGON

**ccident Report—Police** ☐ FATAL ☐ INJURY ☒ PROP. DAMAGE

Coos Bay Police
DEPARTMENT

NO. 31884

| | | | | | |
|---|---|---|---|---|---|
| ATE OF ACCIDENT<br>3-18-75 | TIME OF ACCIDENT ☐ A.M. ☒ P.M.<br>3:59 | ARRIVED AT S ☐ A.M. ☒ P.M.<br>4:05 | CITY<br>Coos Bay | COUNTY<br>Coos | SHEET 1 OF 1 SHEET(S) |

CCURRED ON (Route Number or Name): Ocean Blvd.

AT INTERSECTION OF (Route Number or Name): Woodland Dr.

DO NOT WRITE IN THIS SPACE

IF NOT AT INTERSECTION ☐ FEET ☐ MILES N S E W ☐☐☐☐ OF (Intersecting highway or street, landmark, or house no.) MILE POST

N S E W MILES ☐☐☐☐ OF NEAREST CITY

ACCIDENT INVOLVED MOTOR VEHICLE AND ☐ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☐ Motorcycle ☒ Fixed Object ☐ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other ☐ ☐ City, County or State Property Damaged.

CODE FOR INJURY *(mark the first one that applies)*
K—DEAD BEFORE REPORT MADE
A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.
B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping
C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria
D—NO INJURY APPARENT

UNIT NO. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): HOLLOWAY, Danny O.

ADDRESS: PO Box 3501, Coos Bay

| OPERATOR LICENSE NO. | STATE | | SPECIFY TYPE | DATE OF BIRTH | Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|---|---|---|
| 1007703 | Oregon | ☐ REGULAR<br>☒ OTHER | Chauf. | 03-25-50 | | X | 24 | M | D |

| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER | | | | | | |
| FRONT RIGHT | | | | | | |
| REAR LEFT | | | | | | |
| REAR CENTER | | | | | | |
| REAR RIGHT | | | | | | |

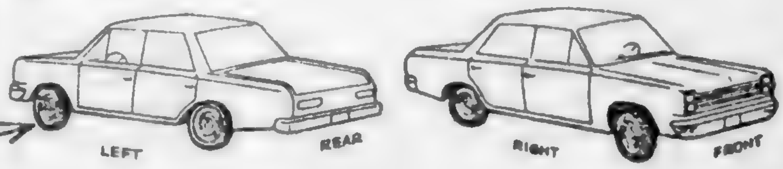
| VEHICLE MAKE & MODEL | BODY STYLE | YEAR |
|---|---|---|
| Ford Custom | 4 dr sdn | 74 |

| LICENSE PLATE NUMBER | STATE | YEAR |
|---|---|---|
| E119336 | Oregon | Public |

OWNER'S NAME AND ADDRESS: City of Coos Bay, Coos Bay, Ore.

VEHICLE REMOVED BY/TO: By Morin's Shell to City Shop

DAMAGE SUSTAINED



Under carriage

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

UNIT NO. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME:

ADDRESS:

| OPERATOR LICENSE NO. | STATE | | SPECIFY TYPE | DATE OF BIRTH | Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|---|---|---|
| | | ☐ REGULAR<br>☐ OTHER | | | | | | | |

| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER | | | | | | |
| FRONT RIGHT | | | | | | |
| REAR LEFT | | | | | | |
| REAR CENTER | | | | | | |
| REAR RIGHT | | | | | | |

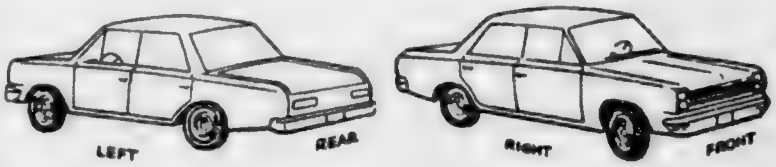
| VEHICLE MAKE & MODEL | BODY STYLE | YEAR |
|---|---|---|
| | | |

| LICENSE PLATE NUMBER | STATE | YEAR |
|---|---|---|
| | | |

OWNER'S NAME AND ADDRESS:

VEHICLE REMOVED BY/TO:

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☐ NO

| EATHER (Check one) | ROAD COND. (Check one) | LIGHT COND. (Check one) |
|---|---|---|
| ☐ CLEAR | ☒ DRY | ☒ DAYLIGHT |
| ☐ RAINING | ☒ WET | ☐ DAWN OR DUSK |
| ☐ SNOWING | ☐ SNOWY | ☐ DARKNESS, LIGHTED |
| ☐ FOG | ☐ ICY | ☐ DARKNESS, UNLIGHTED |
| ☐ OTHER... o/c | ☐ OTHER............ | ☐ OTHER............ |

| | UNIT 1 | UNIT 2 |
|---|---|---|
| SKIDMARKS TO IMPACT (ft) | | |
| DISTANCE TRAVELED AFTER IMPACT (ft) | | |
| STATED SPEED BEFORE IMPACT (MPH) | | unk |
| DESIGNATED SPEED FOR AREA (MPH) | | 40 |

FIRST AID GIVEN BY: None required

INJURED TAKEN: n/a

TO ..........

BY ..........

WITNESSES
NAME: .......... ADDRESS: ..........
NAME: .......... ADDRESS: ..........

ACTIONS TAKEN (Arrests, etc.): No action taken

REPORTING OFFICER: Bill E. Hughlett
Bill E. Hughlett

Form 40 12-71 jk

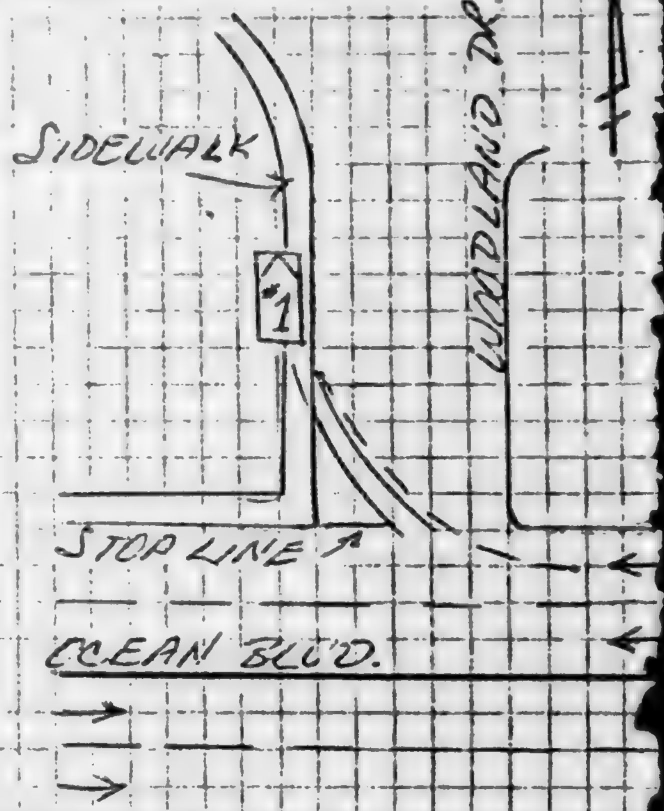
## DESCRIPTION & DIAGRAM OF ACCIDENT

*Describe what happened, including actions of vehicles and pedestrians, if any, prior to key event, contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; unusual circumstances; temporary highway conditions; highway defects, if any; traffic control defects, if any; vehicle defects, if any; and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles.*

Unit #1, a marked police unit, was traveling west on Ocean Blvd at about 55 mph and approaching Woodland Drive, driver had slowed down to an unknown speed and started a right hand turn onto Woodland. Unit #1 failed to negotiate the corner and struck the west curbing with the left front tire. The unit came to rest with the right tires on the sidewalk and left tires on the ground west of the sidewalk.

*Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.*

NORTH



## SUPPLEMENTARY REPORT

[redacted]

EXHIBIT #4

# DAILY BULLETIN

COOS BAY, OREGON

SISTER CITY
LARVIK, NORWAY

BLTN. NO. 0957-74 DATE: December 13, 1974 DAY: Friday

| CASE NO. | | OFFICER |
|---|---|---|
| | 8:00 A.M. Cont'd. | |
| 30500 | 10:25 AM Kenneth J. Steinfeldt, 306 North 8th., Coos Bay, reports numerous wood products have been taken from a construction site located at Schoneman and Harris during the past weekend. | PETERSEN |
| 30501 | 10:59 AM Unknown reports an auto-auto collision at Woodland Drive and Ocean Blvd. | JACKSON |
| 30502 | 12:06 PM Officer reports a disturbance in progress at 4th and Johnson. | MCLEAN<br>OGDEN |
| 30503 | 12:46 PM Unknown reports an auto-auto collision at 4th and Commercial. | OGDEN |
| Refer to 30501 | 10:59 AM Auto-auto collision at Woodland Drive and Ocean Blvd.<br>Veh. #1--1972 Chev Blazer 2dr., Ore. Lic. DFG 828, operated by Robert Leslie Montgomery, 223 High Street, Coos Bay, Oregon.<br>Veh. #2--1969 Buick Skylark 2dr ht., Ore. Lic. CCN 135, operated by Elaine Carol Bare, 75 South 28th Court, Coos Bay, Oregon.<br>Citations--Operator of Unit #1, cited for Failure To Yield Right Of Way To Oncoming Traffic. | JACKSON |
| Info | 1:18 PM Cancel stolen Lt. Blue 1959 Volkswagen Van, Ore. Lic. 2N 7466, reported by North Bend Police Department. Vehicle located in Elkton, Oregon. | PHILLIPS |
| Refer to 28357 | MARGARET ANNE MCCOLLAM, age 28, 231 Barnes Blvd., North Bend, Oregon, issued a Misdemeanor Citation, on the charge of Negotiating A Bad Check. | RAY |
| 30504 | 1:26 PM N. Lee Martindale, 930 West Park Roadway, Coos Bay, reports the restrooms in the Play area of Mingus Park, has been vandalised sometime this morning. | JACKSON |
| Refer to 30502 | 12:45 PM DAVID ALLAN SNODGRASS, age 18, 1029 South 10th Street, Coos Bay, Oregon, arrested at 5th and Hall, on the charge of Assault Second Degree. JAMES KENNETH HILL, age 17, Rt. 3, Box 905, Coos Bay, Oregon, referred to the Juvenile Department, on the charge of Assault Second Degree. (Correction on Hill, subject taken into protective custody and lodged at Coquille). | MCLEAN<br>WIWATOW |
| 30505 | 2:26 PM Unknown reports an auto-log truck collision at North Bayshore near Fir. | WIWATOW<br>JACKSON |
| Refer to 30499 | 1:20 PM RALPH CHRISTOPHER HALL, age 13, 390 South Wasson, Coos Bay, Oregon, DONALD DEAN CARVER, age 13, 440 North Main, Coos Bay, Oregon and ROY CHUB HOWARD, age 13, 485 North Main, Coos Bay, Oregon, referred to the Juvenile Department, on the charge of Destruction Of Private Property and Dishcarging Weapon In City Limits. | PETERSE |

Form 1

EXHIBIT #4

STATE OF OREGON

Coos Bay Police
DEPARTMENT

NO. 30351

# Accident Report — Police

☐ FATAL ☒ INJURY ☐ PROP. DAMAGE

| | | | | | |
|---|---|---|---|---|---|
| DATE OF ACCIDENT<br>12-4-74 | TIME OF ACCIDENT ☐ A.M. ☒ P.M.<br>12:45 | ARRIVED AT ☐ A.M. ☒ P.M.<br>1:55 | CITY<br>Coos Bay | COUNTY<br>Coos | SHEET 1 OF 2 SHEET(S) |

OCCURRED ON (Route Number or Name): Ocean Blvd.

AT INTERSECTION OF (Route Number or Name): Woodland Dr.

DO NOT WRITE IN THIS SPACE

IF NOT AT INTERSECTION ☐ FEET ☐ MILES N S E W ☐☐☐☐ OF (Intersecting highway or street, landmark, or house no.) MILE POST

NEAREST CITY MILES N S E W ☐☐☐☐ OF

ACCIDENT INVOLVED MOTOR VEHICLE AND ☒ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle Tricycle ☐ Motorcycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other ☐ ☐ City, County or State Property Damaged.

CODE FOR INJURY (*mark the first one that applies*)
K—DEAD BEFORE REPORT MADE
A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.
B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping
C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria
D—NO INJURY APPARENT

## UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): HAMRICK, Mary Clemencia

ADDRESS: 1750 Ocean Blvd. Coos Bay, O r

OPERATOR LICENSE NO.: 835565 STATE: Ore ☒ REGULAR ☐ OTHER SPECIFY TYPE

DATE OF BIRTH: 3-30-24

Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

| SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|
| XX | 50 | F | B |

| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER | | | | | | |
| FRONT RIGHT | | | | | | |
| REAR LEFT | | | | | | |
| REAR CENTER | | | | | | |
| REAR RIGHT | | | | | | |

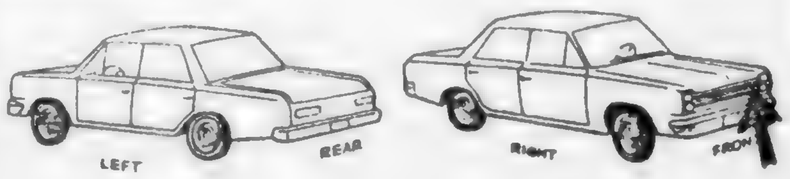
VEHICLE MAKE & MODEL: Dodge BODY STYLE: 4 dr sdn YEAR: 65

LICENSE PLATE NUMBER: DAQ-387 STATE: Oregon YEAR: 74

OWNER'S NAME AND ADDRESS: Same

VEHICLE REMOVED BY/TO: Residence/ by owner

DAMAGE SUSTAINED



FL-3

IS VEHICLE DRIVABLE? ☒ YES ☐ NO

## UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: LICATA, Judith Anne

ADDRESS: 1841 Madrona, North Bend, Ore.

OPERATOR LICENSE NO.: 2295253 STATE: Oregon ☒ REGULAR ☐ OTHER SPECIFY TYPE

DATE OF BIRTH: 7-5-47

Place an O under SEAT BELT if not installed; X, if installed; XX, if in use.

| SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|
| X | 27 | F | B |

| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER | | | | | | |
| FRONT RIGHT | | | | | | |
| REAR LEFT | | | | | | |
| REAR CENTER | | | | | | |
| REAR RIGHT | | | | | | |

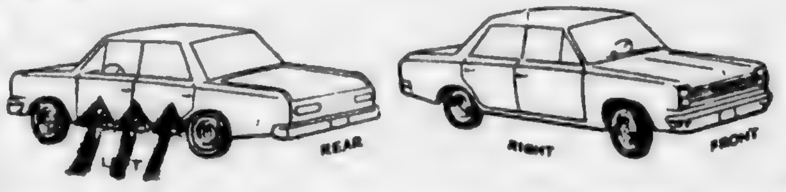
VEHICLE MAKE & MODEL: Chevrolet BODY STYLE: 2 dr HT YEAR: 1966

LICENSE PLATE NUMBER: DHW-318 STATE: Oregon YEAR: 74

OWNER'S NAME AND ADDRESS: Same

VEHICLE REMOVED BY/TO: Residence / by Morins Shell Wrecker

DAMAGE SUSTAINED



LP-6

IS VEHICLE DRIVABLE? ☐ YES ☒ NO

| WEATHER (Check one) | ROAD COND. (Check one) | LIGHT COND. (Check one) |
|---|---|---|
| ☐ CLEAR | ☐ DRY | ☒ DAYLIGHT |
| ☐ RAINING | ☒ WET | ☐ DAWN OR DUSK |
| ☐ SNOWING | ☐ SNOWY | ☐ DARKNESS, LIGHTED |
| ☐ FOG | ☐ ICY | ☐ DARKNESS, UNLIGHTED |
| ☒ OTHER cl'dy | ☐ OTHER | ☐ OTHER |

| | UNIT 1 | UNIT 2 |
|---|---|---|
| SKIDMARKS TO IMPACT (ft) | 0 | 0 |
| DISTANCE TRAVELED AFTER IMPACT (ft) | 0 | 36' |
| STATED SPEED BEFORE IMPACT (MPH) | unk | unk |
| DESIGNATED SPEED FOR AREA (MPH) | 40 | 40 |

FIRST AID GIVEN BY: n/a

INJURED TAKEN TO: Bay Area Hospital

BY: Pvt. veh. of Dr. O'Leary

WITNESSES
NAME: Terrace R. Smith ADDRESS: 2155 25th St., Coos Bay 269- 1733
NAME: Tom Hunt ADDRESS: 1075 Empire St., Coos Bay 269-9291

ACTIONS TAKEN (Arrests, etc.): Driver Unit #2 cited for failure to yield right of way.

REPORTING OFFICER: Don C. Mills, 119

Form 46 12-71 lk

## DESCRIPTION & DIAGRAM OF ACCIDENT

*Describe what happened, including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skid marks, description of impact; unusual circumstances; temporary highway conditions, highway defects, if any; traffic control defects, if any, vehicle defects, if any, and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles*

*Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions such as holes in pavement, barricades in construction area, etc. All dimensions are to be estimated, except as directed in departmental orders.*

NORTH

## SUPPLEMENTARY REPORT

Driver Unit #1: Stated she was traveling west on Ocean Blvd. Unit #2 pulled out in front of her from Woodland Drive. She tried to swerve to avoid unit #2 but was unable to avoid collision.

Unit #2 Stated she was on Woodland Drive and was going to make a left turn off Woodland onto Ocean Blbd. to travel to the Coos Bay City Center. Did not see Unit #1 until too late to avoid being hit.

Both witnesses to the collision stated that Unit #2 pulled out in front of Unit #1.

Driver Unit #2 received scalp laceration and two lacerations on her back.
Driver unit #1 received bruises to left knee and left hip.

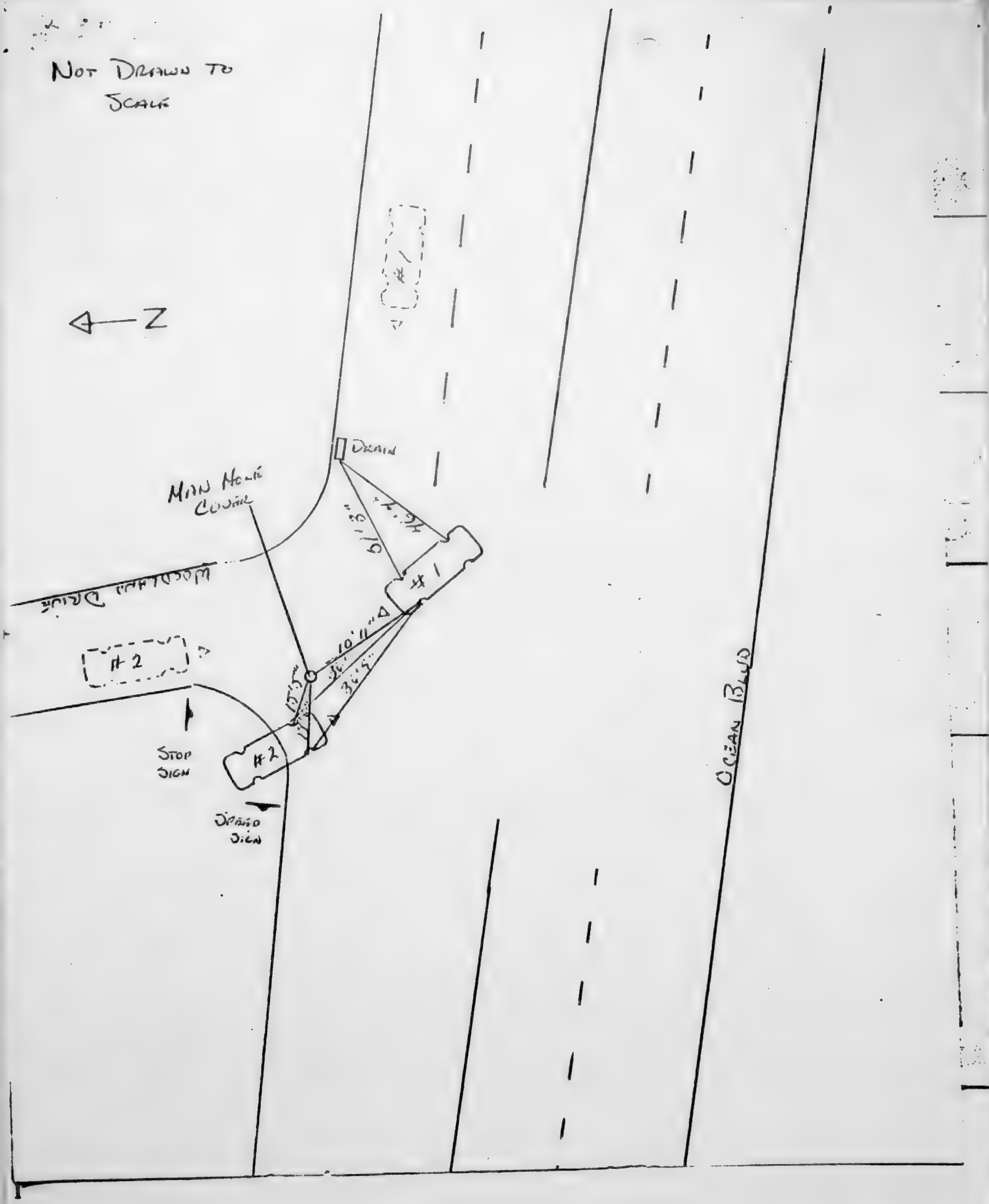

NOT DRAWN TO SCALE
N
#1
DRAIN
MAN HOLE COVER
16'3"
46'4"
#1
WOODLAWN DRIVE
10'11"
36'
36'5"
15'5"
#2
#2
STOP SIGN
SPEED SIGN
OCEAN BLVD

EXHIBIT #4

ident Report — Police ☐ FATAL ☐ INJURY ☒ PROP. DAMAGE NO. 50[illegible]

| | | | | | |
|---|---|---|---|---|---|
| DATE OF ACCIDENT<br>12-4-74 | TIME OF ACCIDENT ☐ A.M. ☒ P.M.<br>4:37 | ARRIVED AT SCENE ☐ A.M. ☒ P.M.<br>4:47 | CITY<br>Coos Bay | COUNTY<br>Coos | SHEET 1 OF 1 SHEET(S) |
| OCCURRED ON (Route Number or Name)<br>Ocean Blvd. | | | AT INTERSECTION OF (Route Number or Name) | | DO NOT WRITE IN THIS SPACE |

IF NOT AT INTERSECTION 600 ☒ FEET ☐ MILES N ☐ S ☐ E ☐ W ☒ OF Woodland Dr. (Intersecting highway or street, landmark, or house no.)

MILE POST — MILES N ☐ S ☐ E ☐ W ☐ OF NEAREST CITY

ACCIDENT INVOLVED MOTOR VEHICLE AND ☒ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☐ Motorcycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other - ☐ ☐ City, County or State Property Damaged.

CODE FOR INJURY (mark the first one that applies)
K—DEAD BEFORE REPORT MADE
A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.
B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping
C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria
D—NO INJURY APPARENT

UNIT NO. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) (first) (middle): PATRICK CHERIE KAY
ADDRESS: 2241 N. 14th St. Coos Bay, Oregon
OPERATOR LICENSE NO.: 1344282
STATE: Oregon ☒ REGULAR ☐ OTHER
SPECIFY TYPE:
DATE OF BIRTH: 04-24-51

| Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|
| | X | 23 | F | D |

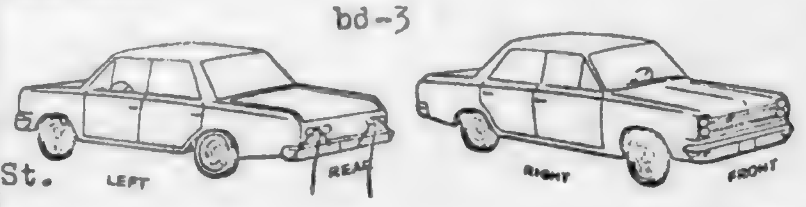
| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER | | | | | | |
| FRONT RIGHT | None | | | | | |
| REAR LEFT | | | | | | |
| REAR CENTER | | | | | | |
| REAR RIGHT | | | | | | |

| VEHICLE MAKE & MODEL | BODY STYLE | YEAR |
|---|---|---|
| Volkswagon | 2-sedan | 1969 |

| LICENSE PLATE NUMBER | STATE | YEAR |
|---|---|---|
| MEH-120 | Oregon | 1975 |

OWNER'S NAME AND ADDRESS: Patrick, Dan & Cherie, Coos Bay, 2241 N. 14th St.
VEHICLE REMOVED BY/TO: Martins Exxon-to their lot

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☒ NO

UNIT NO. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: MCCOY, JOE MAURICE
ADDRESS: P.O. Box 107 San Francisco California
OPERATOR LICENSE NO.: D0238172
STATE: Calif. ☒ REGULAR ☐ OTHER
SPECIFY TYPE:
DATE OF BIRTH: 08-17-13

| Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|
| | O | 61 | M | D |

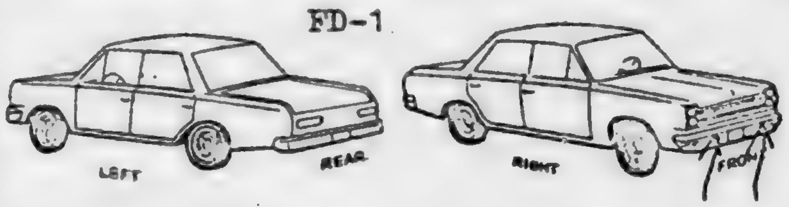
| SEAT POS. | OCCUPANTS' NAMES | OCCUPANTS' ADDRESSES | SEAT BELT | AGE | SEX | INJ. |
|---|---|---|---|---|---|---|
| FRONT CENTER | | | | | | |
| FRONT RIGHT | None | | | | | |
| REAR LEFT | | | | | | |
| REAR CENTER | | | | | | |
| REAR RIGHT | | | | | | |

| VEHICLE MAKE & MODEL | BODY STYLE | YEAR |
|---|---|---|
| Ford ½ ton pickup | | 1965 |

| LICENSE PLATE NUMBER | STATE | YEAR |
|---|---|---|
| S17572 | California | 1975 |

OWNER'S NAME AND ADDRESS: Same as driver.
VEHICLE REMOVED BY/TO: Driver destination

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☒ YES ☐ NO

| WEATHER (Check one) | ROAD COND. (Check one) | LIGHT COND. (Check one) |
|---|---|---|
| ☐ CLEAR | ☐ DRY | ☒ DAYLIGHT |
| ☐ RAINING | ☒ WET | ☐ DAWN OR DUSK |
| ☐ SNOWING | ☐ SNOWY | ☐ DARKNESS, LIGHTED |
| ☐ FOG | ☐ ICY | ☐ DARKNESS, UNLIGHTED |
| ☒ OTHER cldy.. | ☐ OTHER............ | ☐ OTHER............ |

| | UNIT 1 | UNIT 2 |
|---|---|---|
| SKIDMARKS TO IMPACT (ft) | 0 | 0 |
| DISTANCE TRAVELED AFTER IMPACT (ft) | 10 | |
| STATED SPEED BEFORE IMPACT (MPH) | 0-5 | 30 |
| DESIGNATED SPEED FOR AREA (MPH) | 40 | 40 |

FIRST AID GIVEN BY: N/A
INJURED TAKEN TO: ..........
BY: ..........

WITNESSES
NAME: .......... ADDRESS: ..........
NAME: .......... ADDRESS: ..........

ACTIONS TAKEN (Arrests, etc.): None at this time.

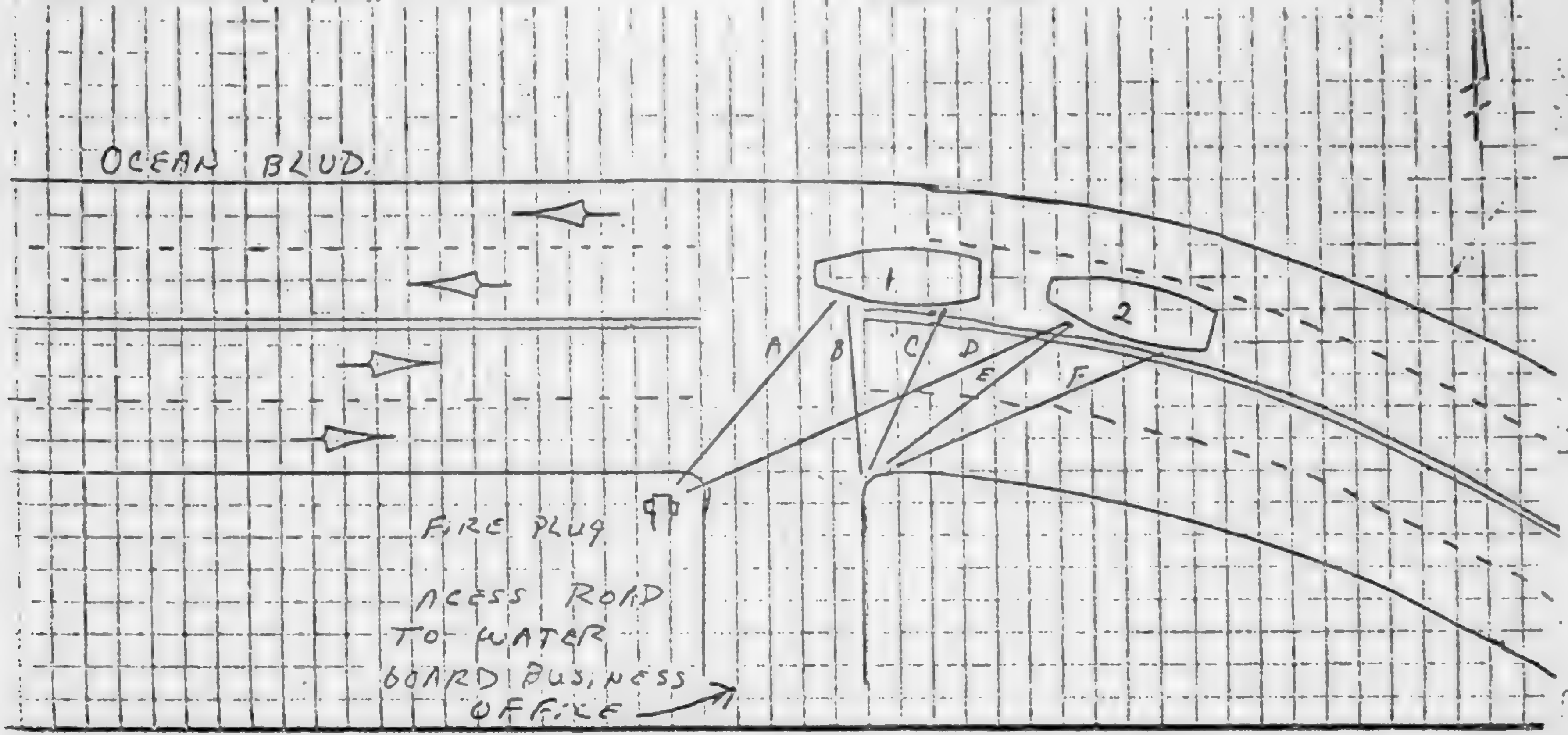
REPORTING OFFICER: L. Mauer
Larry Mauer

48 12-71

## DESCRIPTION & DIAGRAM OF ACCIDENT

*Describe what happened; including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; unusual circumstances; temporary highway conditions, highway defects, if any; traffic control defects, if any; vehicle defects, if any; and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles.*

*Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.*



## SUPPLEMENTARY REPORT

Distances to fire plug located S.W. corner of Ocean Blvd. at access road to Water Board business office.

A=56'2"

D=77'11"

Distances from vehicles to S.E. corner of Ocean Blvd. and road to Water Board business office.

B=32'4"

C=31'4"

E=38'8"

F=41'10"

Two westbound traffic lanes of Ocean Blvd. are 25'11" wide one inside traffic lane, westbound, is 11'10" wide.

The driver of unit 1 was stopping to wait for traffic to clear, so she could go to the Water Board office. She stated her turn signals and brakes were on.

The driver of unit 2 stated he couldn't stop in time to avoid hitting unit 1, he stated she didn't have her turn signal on. He also stated there were cars in the other lane, so he couldn't change lanes to avoid accident.

EXHIBIT #4

POLICE DEPARTMENT

# COMPLAINT REPORT

COOS BAY, OREGON

No. 30067

Complainant Cary Lee Hart Classification COLLISION-Auto-Fixed object

Address 785 S. Wasson, Coos Bay Phone 888-3706

Date and Time Committed 11-13-74 6:55 P.M.. Day Wednesday

Where Committed Ocean and 19th

Reported to Desk-Mauer Time 6:59 PM Date 11-13-74

Assigned Officer Mauer Platoon 3 District 1

Details of Complaint Reports hitting and damaging a stop sign at Ocean and 19th.

Information taken so the street crew can check the sign to see if it needs repair work. Complainant stated the sign was just knocked over, and would erect it properly to avoid being billed by the City. of Coos Bay.

STATUS OC

Approved

Larry Mauer

Signature of Investigator

Form 2 — The News Press

8404 Hunter Cr. Br. Sec. of FAS 1976
08-109 S. of Gold Beach
(Structure)

C & A 5529 12-23-75
C & A 5898 11-22-76

Form 81-734-1191 (Rev. 5/77)

**OREGON STATE**
**HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 11-3-78 | cc 1907 | | 508-1917<br>508-1055 |

**BILL TO:** Code:

Curry Co. Bd. of Commissioners
Courthouse
Gold Beach, OR 97444
Attn: Hon. Jack Waldie, Chairman

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing for the Hunter Creek Bridge Section RS-109(1) | | | |

cc 1907
cc 1630

| | |
|---|---|
| AD 227b | $13,200.00 |
| AD 227A | 2,500.00 |
| | $15,700.00 |

Please send copy of itemized statement to County along with refund

| | |
|---|---|
| Advance Deposit Amount | $ 15,700.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 11,700.00 |
| Balance | $ 4,000.00 |
| Transfer to Highway Fund | $ |
| Refund Due | $ 4,000.00 |
| Partial or final request for billing | |
| Number of the previous request in connection with this service. | |

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Harold Wimer
G. W. Wimer

SP*35736

# OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 11-3-78

**County** Curry **Contract No.** 8404 **Date Completed** 12-1-76

**FAS** 8-109 **Section** Hunter Creek Bridge

**PAYMENTS TO CONTRACTOR**

| ITEM | | | TOTAL COST |
|---|---|---|---|
| PE | State | (Fed. Part.) | $ 4,212.62 |
| | Consultant | | 8,091.77 |
| | Less State Bridge Design | | 866.70 |
| | TOTAL | | $ 11,437.69 |
| PE | (non-part.) | | 4.75 |
| Construction | | (Fed. Part.) | |
| | Payment to Contractor | | $124,725.27 |
| | Engineering | - State | 4,575.85 |
| | | Consultant | 12,000.00 |
| | | | $141,301.12 |
| | TOTAL | (Fed. Part.) | $152,738.81 |
| Interest Paid to Contractor (non. part.) | | | $ 2.83 |
| Engineering | | | 103.51 |
| | | | $ 106.34 |
| Federal Funds collected | | | $131,004.08 |

County's share of project costs:

½($152,738.81 - $131,004.08) + $111.09 = $10,978.46

| | |
|---|---|
| County advance deposit | $15,700.00 |
| County share of project costs | 10,978.46 |
| Refund due County | $ 4,721.54 |

**Reference: Billing Form** cc 1907

Form A-05—5M—4-65

Invoice for Service Rendered or Goods Furnished the
**OREGON STATE HIGHWAY DEPARTMENT**
by

Curry County Bd. Of Commissioners
Courthouse
Gold Beach, OR 97444

Date ..........

Invoice No. ..........

P. O. No. ..........

This Space for Use of Accounting Division

Attn: Hon Jack Waldie, Chairman

Additional refund due Curry County for the
Hunter Creek Bridge Section FAS 08-109

$721.54

Ref. - cc 1907
cc 1630
AD 227A
AD 227B

Gerald W. Wimer

**STATEMEN F COSTS INCURRED UNDER PROJECT AGREEN**

9-78

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Hunter Creek Bridge<br>FAS 8-109 (Hunter Creek Road)<br>Curry County | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All | Required | | $ 4,212.62 | |
| | Consultant for County | All | Required | | 8,091.77 | |
| | Total Participating P.E. | | | | $ 12,304.39 | |
| | | | | | 866.70 | |
| | | | | | [illegible],437.64 | |
| | Construction<br>Type Code X021<br>Structure, Bridge #16277 (Sta. 4+73.42 To Sta. 6+43.50) | | | | | |
| | Final Contract Payment Summary | Lump | Sum | | $124,725.27 | |
| | Construction Engineering | | | | | |
| | State | All | Required | | $ 4,467.25 | |
| | Consultant for County | All | Required | | 12,000.00 | |
| | | | | | $ 16,467.25 | |
| | Misc. Project Cost | | | | | |
| | Audit Expenses | All | Required | | 108.60 | |
| | Total Participating Cost | | | | $153,605.51 | |
| | Nonparticipating Items | | | | | |
| | Preliminary Engineering | All | Required | | 4.75 | |
| | Interest on Final Payment | All | Required | | 2.83 | |
| | Const. Engineering Expenses | All | Required | | 103.51 | |
| | Total Nonparticipating Cost | | | | $ 111.09 | |
| | TOTAL COST | | | | $153,716.60 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 10/19/78. | | | | | |
| | State Bridge design costs | | | | $866.70 | |
| | | 85.77% of | $866.70 = | | $743.37 | |
| | | | | AMOUNT CARRIED FORWARD | | |

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

| | |
|---|---|
| D.O. VOUCHER NO. | |
| STATE VOUCHER NO. | |
| DATE | |
| FHWA SCHEDULE NO. | |
| PAID BY | |

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

| | |
|---|---|
| STATE<br>Oregon | FEDERAL AID PROJECT NO.<br>RS-S-109(1) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 12-22-75 To: 12-14-77 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $153,716.00 | $153,605.51 | 85.77% | $131,747.45 | $131,747.45 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon<br>V.E. Skoog |
| FORWARDED BY FHWA DIVISION OFFICE | | Controller 10/11/78 |

131,747.45
866.70 x 0.8577 = 743.37 Less Br. Design
131,004.08

$ 0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
TOTAL TO DATE JOB COST SUMMARY                                                          SEPTEMBER 1978              PAGE  643

                                                                                              FISCAL              GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GP   CURRENT MONTH      YEAR TO DATE           TO DATE
                                        508   1917      905       00 M 1                                                4 75
                                        508   1917      906       00 P 1                                              866 70
                                        508   1917      907       00 P 1                                            8,091 77
                                        508   1917      910       00 P 1                                            2,080 33
                                        508   1917      920       00 P 1                                               59 85
                                        508   1917      921       00 P 1                                              370 16
                                        508   1917      924       00 P 1                                               53 88
                                        508   1917      950       00 P 1                                               25 66
                                                        TOT       P1                                               12,304 39
                                                        TOT       M1                                                    4 75
                                                     ** JOB TOTALS **          **                   **            12,309 14  **

                                        509   1930      296       00                            113 67                113 67
                                        509   1930      297       00                            113 67CR              113 67CR
                                                        TOT       00
                                                     ** JOB TOTALS **          **                   **                       **

                                                                                                                              STATE
LITL DESCHUTES R-MONTG BRIDGE CONT NO         * FR PROJ NOS RS  345001 100
                                        509   1935      901       00 P 1                        770 08                782 57
                                        509   1985      905       00 P 1                         43 72                230 05
                                        509   1985      906       00 P 1                                            1,193 70
                                        509   1985      920       00 P 1                         47 85                 47 85
                                        509   1985      921       00 P 1           365 59       432 09                601 89
                                                        TOT       P1               365 59     1,293 74              2,856 06
                                                     ** JOB TOTALS **              365 59  **  1,293 74  **          2,856 06  **

                                                                                                                  00  STATE
ROCK CREEK-STEAMBOAT BRIDGE   CONT NO         * FA PROJ NOS RS  014013 100
                                        510   1957      296       00 M 9                                            8,156 28CR
                                        510   1957      298       00 M 9                                            8,156 28
                                        510   1957      901       00 P 1                                              372 33
                                        510   1957      905       00 P 1                                            3,380 97
                                        510   1957      910       00 P 1                                            3,676 59
                                        510   1957      918       00 P 1                                            1,240 75
                                        510   1957      920       00 P 1                                               52 95
                                        510   1957      921       00 P 1                                              587 50
                                        510   1957      923       00 P 1                                              195 11
                                                        TOT       P1                                                9,506 15
                                                     ** JOB TOTALS **          **                   **              9,506 15  **
```

8404-8

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>RS-08-109(1) | 2. COUNTY<br>Curry | 3. STATE<br>OREGON |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved widening a bridge roadway 15 feet. The structure, over Hunter Creek, is 171 feet long. The work was done on the "Hunter Creek Bridge Section" approximately 5 miles southerly of Gold Beach on FAS Route 08-109.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Weaver Construction Co. | 6. CONTRACT AMOUNT<br>$ 125,347.00 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Construction Engr.

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

COPY SENT
DEC 29 1978
Washington

COPY SENT
DEC 29 1977
ATE

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED *(Width ____ feet)* | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH *(Miles)* | BASE SURFACING WIDTH *(Feet)* | TYPE CODE NUMBER | NET LENGTH *(Miles)* |
| ☒ | ☒ | ☒ | X 021 | 0.032 |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>T.P. Lowe, Area Engineer | 11. DATE OF INSPECTION<br>2-1-77 |

12. IN COMPANY WITH
J.X. Wilson, ODOT [illegible] Const. Engineer

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE | | 16. SIGNATURE | |
| 14. TITLE<br>[illegible] | 15. DATE<br>[illegible] | 17. TITLE<br>Dist Engr | 18. DATE<br>12-14-77 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

**STATE OF OREGON**
**HIGHWAY DIVISION**

**INTEROFFICE MEMO**

FASC

TO: Vernon E. Skoog
Controller

DATE: May 11, 1977

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

Investigate

SUBJECT: Audit Report
Oregon Bridge Engineering Co.
Hunter Creek Bridge - RS-8-109(1)

## Definition Statement

This project was authorized in three Agreements executed in October, 1975. Curry County signed them as follows:

1. OSHD - construction finance
2. OSHD - consultant/preliminary engineering
3. Oregon Bridge Engineering Co. - P/E and construction engineering

The preliminary engineering, per the third agreement, was to be done by consultant at a lump sum of $7,660 plus actual cost of foundation drilling. Curry County paid the total amount, $8,091.77, to consultant. OSHD then reimbursed County for their payment.

The construction engineering was to be done at actual cost plus fixed fee not to exceed $12,000. Costs were incurred during the period August to November, 1976. Consultant submitted three progress billings and a final for a total cost reduced to $12,000.

## Analysis

On May 2, 1977, I met with consultant personnel in Springfield to audit construction engineering costs.

Correspondence and cancelled invoices in consultant's files indicated that excess costs of $1,363.43 were not billed in deference to the $12,000 maximum authorization.

I had audited several earlier projects by consultant, some within the last 12 months, so I relied heavily upon prior audits in this instance. There were no~~t~~ changes in procedure or record systems, and billings were in accordance with consultant's approved proposal.

The major source document was the Daily Time Sheet upon which each employee entered distribution of marhours, pickup truck mileage and use of transit and level. I verified 100% of these charges and found no exceptions. A spot-check of travel expense vouchers and "other" direct costs indicated that they were proper and supported.

Only the overhead charges required adjustment. While the provisional billing rate was 87.91%, the audited rate for the project period was only 86.59%. This meant an overcharge of $63.93, but it was more than offset by the excess costs incurred and not billed.

Labor was billed at base rates plus actual cost of additives (OPE). I verified the computation and actual payments on all employees charged to the project.

Conclusion

I recommend payment of consultant's final bill for $1,683.13, as approved by Curry County and by OSHD Resident Engineer.

APPROVED
V.E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: County-City Section ✓
R. J. Hacek

May 11, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $180 will be made to Weaver Construction Co. on Contract No. 8404 for the Hunter Creek Bridge on FAS 08-109 in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $124,725.27 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8404

April 7, 1977

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8404 awarded to Weaver Construction Co. for the Hunter Creek Bridge of FAS 08-109 in Curry County was completed on December 1, 1976, and accepted by the State Highway Engineer on April 6, 1977.

Final payment in the amount of $500.00 will be released to the contractor after April 12, 1977. The total contract amount is $124,545.27 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

fas A-304 Rulien (8-109)
Curry Co

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6341~~ 672-6658

CON 5

January 4, 1977

Mr. John F. Thorp
County Engineer
Curry County
Courthouse
Gold Beach, OR 97444

Dear Mr. Thorp:

As a result of your letter dated December 9, 1976, directed to Oregon Bridge Engineering Company concerning the Hunter Creek Bridge project, the correct procedures in such matters were reviewed.

Construction Engineering is based on actual cost plus a net fee with a stipulated maximum. Our Accounting Section will not reimburse billings over that maximum without sufficient explanation from the consultant and approval by the local agency.

In the case of the Hunter Creek Project, you might wish to review the consultants billing to determine if any of their work involved the construction engineering associated with the approach construction. This, you will recall, was to be accomplished without federal participation. That engineering cost should be deleted from the total.

If the total is still over the $12,000 maximum, then if the County wishes to consider justification and agree to a new amount, you might wish to consider a supplemental agreement. A suitable sample form is attached.

No further action is required (except a check of the approach engineering costs), but if it becomes necessary to prepare a supplemental agreement, we would process same for FHWA consideration.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
Bill Brown
Eugene Ash

RECEIVED
JAN 7 1977
COUNTY
CITY
UNIT

Hopkins
1-10-77 Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

PROJECT MANAGEMENT
JAN -7 '77
REFER TO Prange
FOR

| [illegible] | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

fas A-304
(08-109)
Curry Co

December 30, 1976

Mr. Glen Clark
Region 3 Federal Aid Engineer

RHP
Robert H. Prange
Local Projects Manager

Consultant Engineering Costs
Hunter Creek Bridge
FAS A-304 (Formerly FAS 08-109)
Curry County

We have reviewed John Thorpe's letter to Oregon Bridge concerning engineering charges and have some comments to make concerning consultant engineering fees in general and fees for this project in particular.

First of all, preliminary engineering is based on a lump sum amount and any preliminary engineering charges over that lump sum amount are extremely difficult to collect without extensive and detailed documentation and an amended agreement.

Construction engineering is based on actual costs plus a net fee, but must also have a top limit. Our Accounting Section will not pay any billings in excess of the top limit without sufficient explanation from the consultant and approval by the county.

Mr. Thorpe should also be advised that since the county constructed the approaches and installed the guardrail for the Hunter Creek Bridge without federal participation, all construction engineering associated with this work would be 100 percent at the county's expense. If Oregon Bridge Engineering Company has any engineering charges for approach work in its billing to Curry County, it should be deleted and billed separately because the engineering performed only in connection with construction of the bridge and riprap is reimbursable pursuant to the consultant agreement.

If the construction engineering for the structure is still beyond the upper limit of $12,000, then Oregon Bridge and Curry County must agree on a new amount and provide the proper justification. They may use the attached prepared form of amended agreement.

RHP:sch

Attachment

mm

fas A 304 (8-109)
Curry Co

ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

December 9, 1976

ROSEBURG REGION
RECEIVED

Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, OR 97477

Gentlemen:

Your invoices #3229 and 3250 in the amounts of $1,601.56 and $1,250.00 respectively have been received. These two invoices bring the amount of construction Field Engineering on the Hunter Creek Bridge to $13,363.43.

Paragraph 2b of our "Consultant Agreement" provides for a maximum payment of $12,000.00 "except as stipulated in paragraph 14".

None of the stipulations of paragraph 14 appear, to me, to have been met.

I do not feel therefore, that I can authorize at this time, any payment under this contract in excess of the amount of $12,000.00 for Construction Engineering.

Very truly yours,

John F. Thorp
John F. Thorp,
County Engineer

PROJECT MANAGEMENT

DEC 15 '76

REFER TO

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

COUNTY
CITY
UNIT

Bring Up ___/___/___
Other ___________

JFT:nmg
cc: Eugene Ash, Oregon State Highway Division, Coquille
Glen Clark, Oregon State Highway Division, Roseburg ✓

Copy to Rulien and Bill Brown
Glen

8404

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>Hunter Creek Bridge | WEEK ENDING<br>December 4, 1976 | SECTION PREFIX<br>508-1055 |
| HIGHWAY<br>SAS 08-109 | COUNTY<br>Curry | |
| NAME OF JOB<br>Hunter Creek Bridge | KIND OF WORK<br>Structure | |
| CONTRACTOR<br>Weaver Construction Co. | CONTRACT NUMBER<br>8404 | FEDERAL AID PROJECT NUMBER<br>RS 08-109(1) |
| DATE OF CONTRACT<br>August 6, 1976 | DATE WORK STARTED<br>August 23, 1976 | ESTIMATED COMPLETION DATE<br>December 1, 1976 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 6 SUPERVISION 1 | SPECIFIED WORK DAYS ——<br>SPECIFIED CALENDAR DAYS 150 | WORK DAYS USED ——<br>CALENDAR DAYS USED 104 |
| PROJECT AUTHORIZATION $142,495.85 | SPECIFIED COMPLETION DATE<br>January 19, 1977 | PERCENT OF TIME ELAPSED<br>69.3% |
| EXCLUSIVE OF ENGINEERING $131,196.62 | ENGINEERING AUTHORIZATION $11,299.23 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 94.4% |
| ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $131,196.62 | ENGINEERING COST TO DATE $11,429.91 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86.9% |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 5.0 % | PERCENT OF AUTHORIZATION 101.0 % | DATE PROJECT WAS COMPLETED<br>December 1, 1976 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: 1-Blaw Knox Paver, 1-4 Wheel Tractor Blade, 1-10 Ton Roller, 2-P. U. Trucks, Misc. Tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16277 | | | | | | | |
| PERCENT | 100.0% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Clear | 1 | | |
| MONDAY | Clear | 1 | | |
| TUESDAY | Clear | 1 | | |
| WEDNESDAY | Clear | 1 | | |
| THURSDAY | Clear | 1 | | |
| FRIDAY | Clear | 1 | | |
| SATURDAY | Clear | 1 | | |

RECEIVED
DEC 6 1976
CONSTRUCTION SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

KB

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No Activity. |
| MONDAY | Paving bridge deck. |
| TUESDAY | Paving bridge deck. |
| WEDNESDAY | No Activity. |
| THURSDAY | No Activity. |
| FRIDAY | No Activity. |
| SATURDAY | No Activity. |

## REMARKS

**Status:** Contractor completed project on November 29, 1976.
Final inspection date will be set later.

SIGNED Lee Whitle
Oregon Bridge Engineering Co.
LOCATION Gold Beach

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

840:4

13

November 22, 1976

Curry County Board of Commissioners
Courthouse
Gold Beach, OR 97444

Attention: B. I. Mather
County Clerk

[illegible] AGREEMENTS No. [illegible]

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Hunter Creek Bridge Section of the Hunter Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

FAS-C
Curry Co.

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 8, 1976

FILE: CON 5

FROM: J. E. Christopherson
J. E. CHRISTOPHERSON
Regional Office Engineer

TO: Donald N. Harwell
County-City Engineer

SUBJECT: Hunter Creek Bridge
FAS-C Project
Prefix 508-1917
Preliminary Engineering Billing

Attached is a billing from Oregon Bridge Engineering Company for P.E. on the Hunter Creek Bridge FAS-C project in Curry County. Also attached is a letter of explanation from Glen Clark concerning our acceptance of "Lump Sum" billing for preliminary engineering by consultants.

The billing has been approved by the Resident Engineer and by the Region Construction Engineer. If you concur with this approval, please process through proper channels for payment.

jec/cw
Attach.

Hal
Send to Finance [illegible]

To - Janice Peterson
11/29/76

RECEIVED
COUNTY & CITY SECTION
NOV 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

PROJECT MANAGEMENT
NOV 10 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon

FILE: con 5

November 2, 1976

Glen L Clark

FROM: GLEN L. CLARK
Region Federal-Aid Engineer

SUBJECT: Preliminary engineering billing for Federal-aid projects with consultants

TO: Alfred Shirley, Jr.
Regional Engineer

Attached is a "lump sum" type billing from Oregon Bridge Engineering Company for PE on the Hunter Creek Bridge FAS-C Project in Curry County.

You will note that Mr. Ash was hesitant to approve it because it was not itemized. Mr. J.X. Wilson would not approve it for the same reason.

The Program Management Section was concerned and suggested that we contact the auditors in Mr. Skoog's shop. It was determined that our consultant agreements for preliminary engineering have, for some time, been written in the lump sum manner, and for that reason, the billing has been a lump sum non itemized document. We have been paying this because of the type agreement.

Construction engineering by consultants will continued to be itemized.

GC/slc

Encl.

cc: L.W. Rulien
Monitors with Bridges

11/2/76
Approved

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

October 25, 197[illegible]

FILE:

**FROM:** Eugene H. Ash
Box [illegible]
Coquille, Oregon

**SUBJECT:** Hunter Creek Bridge Contract #8404
[illegible] Co.

**TO:** Glenn Clark
Regional Federal-Aid Eng.
Roseburg, Oregon

Dear Sir:

Enclosed is [illegible] bill from [illegible] Bridge [illegible] Company for the P.E. on the [illegible]. Also enclosed is a copy of the County [illegible] showing that the County paid this bill direct. I discussed payment of this bill with [illegible]. Please forward this bill to County-City and they will take it to accounting. Janice Peterson from accounting also stated that no record of payment of P.E. has been made. I am not sure which prefix the P.E. should be charged too, so placed both on the bill and one can be crossed out. City County didn't think the County's share of the advance deposit for the P.E. had been made so the refund check may only be for their share of the P.E. owed to the County.

Yours truly,

Eugene H. Ash

Eugene H. Ash

cc: J.[illegible]. [illegible]son

Note( No supporting bills for breakdown of costs -- Also all the bills
which I will receive from Coos County for Landwith will be same way -
$2,000,$2000, $8,[illegible] etc. )

[illegible]

Division.

[illegible] please feel free to contact me.

Sincerely,

Myron J. [illegible],
[illegible]

REGON BRIDGE ENGINEERING COM
*Consulting Engineers*
P. O. Box 72
Springfield, Oregon 97477

May 28, 1976

# INVOICE

Oct 22 1976
O.K. [illegible]
Res. Engr.
[redacted]
Approved 508-1917
Div. Engr. 8011.77

Mr. John Thorp
Curry County Engineer
County Courthouse
Gold Beach, Oregon 97444

*For professional services:* (P.E.)

| | |
|---|---|
| Design Engineering on Hunter Creek Bridge | $7,660.00 |
| Use Permit Charge | 50.00 |
| Foundation Drilling Supervision | 321.77 |
| Access Road for Drill Rig | 60.00 |
| | $8,091.77 |

RECEIVED
JUN 1 1976
CURRY CO. ROAD DEPT.

Approved
6-1-76

J. X. Wilson
11-8-76

Invoice #2979

Job #133-1

AIM NO. [redacted]

Oregon Bridge Engineering
P.O Box 72
pringfield OR 97477

Amount [redacted]

he within claim is approved for payment in the above moun [illegible] it is hereby ordered that a warrant be issued n payr [illegible] thereof. -30-76

ate [redacted]

eneral Fund

eneral Road Fund X

[illegible]ERS:

CHAIRMAN

E. Williams

COMMISSIONER

COMMISSIONER

| BUDGET LEDGER | | | COST LEDGER | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ACTIVITY OR DEPT. | OBJECT | AMOUNT | CON-TROL | JOB CODE | ROAD-BRIDGE W.O.-DEPT. ACTIV. REF. NO. | LOCA-TION | IDENT. NO. | TYPE | QUANTITY | ✓ | AMOUNT |
| 300 | 976-00 | 8,091.77 | 2 | 605 | 12 | | | | | | 8,091.77 |
| | | | | | | | | | | | |
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| TOTAL | | | | | | | | | | TOTAL | |

OBJECT CLASSIFICATION CODES

PERSONAL SERVICES

MATERIALS & SUPPLIES

MATERIALS & SUPPLIES
Advertising .......... 916-00
Prisoners .......... 917-00
Care .......... 918-00
.......... 919-00
Sewer & Water .......... 920-00
.......... 921-00
.......... 922-00
.......... 923-00
Chemicals .......... 924-00
.......... 926-00
.......... 927-00

MATERIALS & SUPPLIES

MATERIALS & SUPPLIES
.......... 944-40
.......... 944-50
.......... 946-10
.......... 946-20
.......... 947-00
Supplies .......... 948-00
& Roadways:
.......... 949-00
.......... 949-10
Oil .......... 949-20
.......... 949-30
.......... 949-40

FIXED CHARGES

CAPITAL OUTLAYS
Land - General .......... 971-00
Land - Right-of-Way .......... 973-00
Structures & Improvement.
Buildings .......... 975-00
Bridges .......... 976-00
Bridges - Agness .......... 976-10
Roads .......... 977-00
Other .......... 979-00
Furniture & Fixtures .......... 981-00
.......... 982-00
Vehicles .......... 983-00
& Roadways .......... 984-00
Research .......... 985-00
Library .......... 986-00
.......... 987-00

STATE COPY

13

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon<br>County<br>Curry<br>Project No.<br>RS-8-109(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County Road approximately 3 miles S.E. of Gold Beach

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 12-22-75 | 0.032 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 12-22-75 | 0.032 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.74%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 153,495 | $ 131,606 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By Weasey
Acting Assistant State Highway Engineer
*(Title)*
By ____________________
____________________
*(Title)*
By ____________________
____________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*
for G. L. Green

Date executed by Division Administrator SEP 15 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event, that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation .

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 3, 1976

Federal-aid Project
No. RS-8-109(1)

HUNTER CREEK BRIDGE
FAS 8-109 (HUNTER CREEK ROAD)
CURRY COUNTY

Project Agreement Estimate

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | | All Required | | $11,000.00 |

Type Code X021
Structure, Bridge #16277 (Sta. 4+73.42 to Sta. 6+43.50)

| | | | | |
|---|---|---|---|---|
| Mobilization | | All Required | | $ 5,000.00 |
| Temporary Protection and Direction of Traffic | | All Required | | 500.00 |
| Temporary Signs | 81 | sq. ft. | 10.00 | 81..00 |
| Temporary Bridge Rail, Reflectorized | 220 | lin. ft. | 10.00 | 2,200.00 |
| Flagmen | 40 | hr. | 15.00 | 600.00 |
| General Excavation | 300 | cu. yd. | 3.00 | 900.00 |
| Class "C" Asphalt Concrete | 96 | ton | 30.00 | 2,880.00 |
| Loose Riprap, Class 700 | 300 | cu. yd. | 15.00 | 4,500.00 |
| Bridge Removal Work | | All Required | | 3,000.00 |
| Shoring, Cribbing, Etc. | | All Required | | 8,000.00 |
| Structure Excavation | 80 | cu. yd. | 5.00 | 400.00 |
| Furnish Pile Driving Equipment | | All Required | | 16,000.00 |
| Furnish HP 10x42 Steel Piling | 975 | lin. ft. | 6.40 | 6,240.00 |
| Drive Steel Piles | 975 | lin. ft. | 0.52 | 507.00 |
| Structural Concrete, Class 3300 (55 c.y.) | | All Required | | 10,000.00 |
| Seal Concrete | 15 | cu. yd. | 50.00 | 750.00 |
| 85'/90' Prestressed Box Beams | 8 | only | 6,700.00 | 53,600.00 |
| Reinforcement (9,500 lbs.) | | All Required | | 4,000.00 |
| Metal Rail | 182 | lin. ft. | 30.00 | 5,460.00 |
| | | | | $125,347.00 |

Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 200.00 |
| | Subtotal | $125,547.00 |
| | Engineering | 16,948.00 |
| | Total | $142,495.00 |

Length of Structure 0.032 Mile

# SUMMARY OF FUNDS

| Description | Total Cost | Fed. Funds | State Funds | Co. Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 11,000.00 | $ 9,431.00 | $ 784.00 | $ 785.00 |
| Structure | 142,495.00 | 122,175.00 | 10,160.00 | 10,160.00 |
| Total | $153,495.00 | $131,606.00 | $10,944.00 | $10,945.00 |

Group 1 - 100%

Contract No. 8404

Prefix No. 508-1917 P.E.
508-1055

FAS 08-109
Curry Co
A304

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to:
Curry County
Board of Commissioners
Courthouse

Gold Beach, OR 97444

Attention of
Mr. Myron Bawmer
County Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1630

Date August 26, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

| | |
|---|---|
| Rec'd 8/4/76 | $13,200.00 |
| Rec'd 8/11/76 | 2,500.00 |

**Itemized Statement:** Construction — Advance Deposit $15,700.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the construction of the Hunter Creek (Hunter Creek Road) Bridge, FAS 08-109 A304<br>Covered by agreement dated Oct. 28, 1975 | | 11,700.00 |
| | | To be retained | | $ 4,000.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
508-1055-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
Geo. N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

DC w/att: ~~Glen~~ Clark-Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach copy of notification of advance deposit No. AD 227 and submit to Finance Branch.

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 3, 1976

Curry County
Board of Commissioners
Courthouse
Gold Beach, OR 97444

Attn: Mr. Myron Bawmer
Roadmaster

Gentlemen:

On July 23, 1976, the lowest of the 5 bidders on the Hunter Creek Bridge Section, FAS 08-109 was Weaver Construction Company, P.O. Box 588, Union Oregon 97883, which bid is approximately 19% greater than our estimate. Since this above the 10% limit. It will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required from the County prior to awarding the contract:

| | |
|---|---|
| Bid Items | $125,347.00 |
| Erosion Control | 200.00 |
| 4½% Contingencies | 5,649.62 |
| 9% Engineering | 11,299.23 |
| Estimated Total Cost | $142,495.85 |

County's Advance Deposit:
11% of $142,495.85 = $15,674.54 or say $15,700.00

However since we have previously received $13,200.00 from Curry County for this project an additional amount of $2,500 is required.

Please make your check in the amount of $2,500.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark Region 3 Federal Aid Engineer, P.O. Box 1128, Roseburg Oregon 97470.

Very truly yours,

R H Prange
Robert H. Prange
Rural Engineer
County-City Unit

HP:dp

Fas 08-109
Rulien Curry Co

1859

**OREGON STATE
HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • **Phone 672-6541**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

July 14, 1976

Mr. John Thorp
County Engineer
Curry County Courthouse
Gold Beach, OR 97444

Dear Mr. Thorp:

As per our telephone conversation of July 13, 1976, concerning expediting the awarding of the Hunter Creek Bridge Replacement Project RS-8-109(1) now scheduled for bid opening July 29, 1976, we have the following suggestion.

If Curry County wishes, an advance deposit - based on the Engineers estimate - could be forwarded to this office just prior to July 29, 1976. In this way, as soon as the bids are checked, the contract could be awarded.

If this is not desireable, several days would be lost after the bid is checked, while the advance deposit was computed, a request transmitted and returned.

The Engineers estimate is now $120,000. If you wish, please forward a check for $13,200, and we will expedite awarding the contract, if it is within the acceptable 10% limit.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 1? 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

GC/slc

cc: L.W. Rulien ✓
Bill Anhorn
Eugene Ash

PROJECT MANAGEMENT
JUL 15 '76
REFER TO
FOR
Info Investigate R/D Action File Letter Set File

8-4-4

FAS 08-109

ALL CLEAR 6/30/76

ENVIRONMENTAL REVIEW

Donald L Brant

Section HUNTER CREEK BRIDGE
Highway FAS 08-109
County Curry Region 3
Type of Work Structure
Funds

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ There is concern for in-stream work. This will be covered in the Division of Lands Permit

DIVISION OF STATE LANDS: Yes

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: Thru DSL

CORPS OF ENGINEERS: Yes - Corps has made all reviews and can issue permit in 2 or 3 weeks.

DEPT. OF ENVIRONMENTAL QUALITY: Noise - All Clear

OTHER: ARCHAEOLOGICAL STUDY: All Clear

Consultant Project

5414

FAS 08-109

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 9, 1976

FILE: PRO 6

Jack Ayres

FROM: JACK H. AYRES
Engineer Specialist

SUBJECT: Specifications Review
Hunter Creek Bridge Section

TO: Clarence Swensen
Specifications Engineer

In reviewing the preliminary specifications for this project the only comment from Region is that under Section 620 - RipRap, the bid item called for is class 700. If broken concrete is to be used we want to be certain that it is placed as inconspicuously as possible. The Division of State Lands has been very critical of visual contact with concrete exposed along stream banks.

JA/dd

cc: Eugene Ash

Versteeg
Olson
Christensen
Scott
✓ Swenson
Savage
copy Trout

RECEIVED
JUN 11 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FAS 08-109
Curry Co

May 11, 1976
(date)

RECEIVED
COUNTY & CITY SECTION
MAY 14 1976
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Curry County Board of Commissioners
Courthouse
Gold Beach, OR 97444

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

**Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.**

**Highway** FAS 08-109, Hunter Creek Road

**Section** Hunter Creek Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

5-12-76
(date)

By

By L McWilliams
Commissioner

By
Commissioner

cc: Duane Ridings,
Proj Mgt

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-8-109(1)
Project Name Hunter Creek Bridge
Hunter Creek Road, FAS 8-109

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gold Beach, Oregon, this 7 day of May, 1976

County of Curry

Jack R Waldie
Chairman

L R Williams
Commissioner

Commissioner

C.C. John Oaks

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Hunter Creek Bridge
Highway: F.A.S. 08-109
County: Curry
Prefix: 508-1917
Res. Engr:

Date March 22, 1976
Ten Year Traffic Coefficient 6.8
18 kip s.a. per day 23.6
R value 11
Frost Penetration - - -
CBE Total Requirement 21.5"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Application) | 3.0" |
| 4.0" | A.C. (Immediate) | 8.0" |
| 10.0" | A.B. | 10.0" |
| 15.5" | | 21.0" |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
MAR 24 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Rulien
PRO 6
Curry Co
?
Hunter Creek
FAS

**OREGON STATE
HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 3, 1976

Mr. John F. Thorp
Curry County Engineer
Courthouse
Gold Beach, OR 97444

Dear Mr. Thorp:

Mr. W. A. Palmateer, Oregon Bridge Engineering Company, contacted this office and asked for a copy of the consultant-Curry County agreement in regard to the limits of the project. He indicated that you also wished a copy sent to you. A copy is being sent to OBE and a copy is attached herewith.

Also for your information is a copy of Page Four of your project application. You will note Item 18 indicates the county would construct the approaches to the bridge. We interpret this to mean that county forces would perform this work without federal aid.

This is the usual case due to the relatively small amount of work and the difficulty of becoming prequalified to perform construction engineering if the approaches are contracted.

If you have any further questions, please contact Mr. Eugene Ash, monitoring engineer, or this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
[illegible]

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Attachment

cc: L. W. Rulien
B. E. Brown
Eugene Ash

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT MANAGEMENT | | | | | | |
| MAR -8 '76 | | | | | | |
| REFER TO: | | | | | | |
| FOR | | | | | | |
| Info | Investigate | R/D | Action | File | Letter | See me |
| | | | | | | |

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

7. Are sidewalks desired? Yes ____ No x
Upstream ____ Downstream ____ Width ____

8. Does County wish a particular type of bridge design? Yes x No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No x
Explain ____

10. Foundation Testing: By County? Yes x No ____
By State? Yes ____ No x

11. Will County close road during construction? Yes ____ No x

12. Can presently established road be used as detour? Yes x No ____

13. Must a new detour be constructed? Yes ____ No x

14. Will detour be constructed & maintained by County? Yes ____ No x

15. Will detour be constructed & maintained by Contractor? Yes x No ____

16. Will County sign project outside work area during construction?
Yes ____ No x

17. Will Contractor sign project outside work area during construction?
Yes x No ____

18. Approaches or Connections by County Yes x No ____
by Contractor Yes ____ No x
Traveled surface: Type AC Width 22'
Shoulder surface: Type Gravel Width 8'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ____ No x

N.W. quadrant distance from structure ____
N.E. quadrant distance from structure ____
S.W. quadrant distance from structure ____
S.E. quadrant distance from structure ____

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Rulien
FAS 8-109
Curry Co

# OREGON BRIDGE ENGINEERING CO.

**CONSULTING ENGINEERS**

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

February 18, 1976

Mr. John F. Thorp
Curry County Engineer
County Courthouse
Gold Beach, Oregon 97444

Re: Hunter Creek Bridge
FAS 8-109(1)

RECEIVED
COUNTY & CITY SECTION
FEB 2? 1976
☐ ENGR. ☐ COOR. ☑ UE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Dee - copy to Rulien and File
Glen

Dear Mr. Thorp:

Enclosed is a print of our grading drawing showing the plan, elevation and typical roadway section. Since the grading, paving and guardrail will be done by County Forces we intend to include this drawing in the contract plans but will mark it "For Information Only".

In order to meet the existing alignment and to avoid extensive roadwork it was necessary to introduce 21° and 19° curve at the bridge ends. Due to the difficult, hilly terrain and considering the alignment of the rest of the Hunter Creek road I'm sure that you will agree that major roadwork would not be warranted at this site.

We propose a maximum super rate of 0.06 which results in a safe speed of slightly more than 30 MPH. This is well in line with the speed characteristics for the Hunter Creek road in general. As you will note from the super runoff diagram we will have a slope of 0.05 at 4+73 (west end of bridge) decreasing to 0.02 at 5+70 and remaining at 0.02 to a point just past the East end of the bridge. This results in a substantial buildup of AC at the West end of the bridge but since the original structure was designed for U-54 loading we will be able to handle this adequately.

We look forward to meeting with you on February 24th. Walt Hart, the State Bridge Engineer, is planning to be at our office that day to review this project as well as some other projects that we have under design, so we should be able to answer any design questions that may develop.

PROJECT MANAGEMENT
FEB 20 '76
REFER TO
R
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

Very truly yours,

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosure

CC: Walt Hart
Glen Clark

~~Rulien~~ fas 8-109
**PRO 6**
Curry Co

ROSEBURG REGION
RECEIVED
[illegible] 1976

| | | | | |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RHF | DES | RSR | FILE | |
| ENV | FAE | RBI | | |

L. F. Pierce
Chief Design Engineer
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

February 13, 1976

Re: Hunter Creek Bridge
FAS 8-109(1)

Dear Mr. Pierce:

Today Glen Clark, Region Federal-Aid Engineer, gave me your February 11, 1976, letter concerning the need for a small right-of-way acquisition on the Hunter Creek Bridge Site.

I am forwarding your letter and map to the Highway Division Environmental Section by a copy of this letter. Having had the benefit of your recent visit to my office with details, maps, and photographs, I agree with your assessment of the essential lack of impacts posed by the right-of-way acquisition.

Again, I concur in your statement, and I recommend concurrence to the Environmental Section and the FHWA in order to prevent potentially costly delays to your work.

Sincerely,

EB ENGELMANN
Region Environmentalist

EE/dd

cc: L. W. Rulien w/attach.
Gary Potter w/attach.
Glen Clark w/attach. (original)

Note: 2 large blueprint drawings submitted:
1 retained by Region, 1 to Potter

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Prange

PROJECT MANAGEMENT
FEB 18 '76
REFER TO:
R
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

# OREGON BRIDGE ENGINEERING CO.

**CONSULTING ENGINEERS**

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

February 11, 1976

Mr. Glen L. Clark
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Hunter Creek Bridge
FAS 8-109(1)

Dear Mr. Clark:

Enclosed are two prints of our preliminary drawing for the proposed bridge widening. This drawing shows the general features of the project but does not show the superelevation runoff diagram for the curves at each end of the bridge, nor other details.

Subsequent to the initial project study and after the original environmental assessment was filed it was discovered that there was insufficient right-of-way along the North side to contain the end fills and riprap for the new construction. The fill areas extending past the R/W are shown shaded with red pencil on the prints. There will be no new grading work done on the South or downstream side of the existing bridge.

We believe that there is no significant change in the environmental impact. Further, Curry County feels that a slope easement or acquisition of the needed R/W will not be a problem, as they have found the property owner to be quite cooperative.

Therefore we request that the Environmental Assessment be amended to show the requirement for a minor amount of R/W but that no A-95 report or offering of a public hearing be required.

Very truly yours,

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosure

cc: John Thorp
Walter Hart w/enclosure

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COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Rulien

PRO 6

fas 08-109
Curry Co

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 5, 1976

Hon. Glen R. Hale, Chairman
Board of Commissioners
Curry County
Courthouse
Gold Beach, OR 97444

Dear Mr. Hale:

We have been advised that the Federal Highway Administration has approved your Hunter Creek Bridge replacement project RS-8-109(1) on Hunter Creek Road. The official notification has not reached this office but due to a question of status from Oregon Bridge Engineering Company, a telephone call revealed the approval.

By a copy of this letter I am advising your consultant that preliminary engineering may proceed. Also by a copy of this letter I am informing Mr. Eugene Ash, Resident Engineer, Coquille, that we have an approved Authority for Survey to fund his monitoring activities.

If you have any questions, please contact Mr. Ash or this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

[illegible] CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION
ACTION INFO.
ENGINEER
FEDERAL AID
MILEAGE CONTROL
SCHEDULE
REMARKS:
JAN - 7 1976

GLC/dt

cc: L. W. Rulien
B. E. Brown
Eugene Ash
W. A. Palmateer

December 23, 1975

Curry County Board of Commissioners
Courthouse
Gold Beach, OR  97444

**Attention:** B. I. Mather
County Clerk

[illegible] CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your files is a fully executed copy of an agreement to do the field work and make the plans and award the contract for the construction of the Hunter Creek (Hunter Creek Road) Bridges on FAS 8-109.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc  Don Harwell (agreement att.)

U. S. DEPARTMENT OF TRANSPORTA    FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: RS-8-109(1)

STATE PROJECT NO.: Hunter Creek Bridge Sectio

COUNTY NAME: Curry

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: RS-68

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 24 '75
REFER TO
Rulien
FOR

DATE PS&E APPROVED: December 22, 1975

DATE AUTHORIZATION EFFECTIVE: December 22, 1975

FEDERAL ROUTE NUMBER: Secondary Route 8-109

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
County Road approximately 3 miles SE of Gold Beach

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $11,000 Federal funds $8,580
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION • ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 22, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 2, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $99,000 - Federal funds $77,220, in accordance with the provisions of your approved secondary road plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE: 12-22-75

SIGNATURE OF APPROVING OFFICIAL: GLGreen

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70)    EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

|  |  |
|---|---|
| STATE HIGHWAY DEPARTMENT | Oregon |
| DATE | 12-22-75 |
| BY (Signature) | L. W. Rulien's December 2, 1975 letter |
| TITLE | Project Management Engineer |

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

~~XXXXXXX~~ ITEM NOS. 68 THRU

~~XXXXX~~ ITEM NOS. THRU

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** | OTHER IDENTIFICATION AND/OR REMARKS (State) |
|---|---|---|---|---|---|
|  |  |  |  |  | Location — Work |
| 68 | RS-8-109(1) | 0.032 | 110,000 | 85,800 | Hunter Creek Bridge Section, Curry County, State of Oregon — Preliminary Engineering and one structure |

RECEIVED
STATE
DEC 24 '75
REFER TO
FOR
Inves
R/D

REMARKS (Division)

| RECOMMENDED |  | APPROVED |  |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
|  |  | 12-22-75 | G L Green<br>G. L. Green Division Administrator |

** Program approval ~~and/or authorization to proceed with Stage 1 project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

12-2-75

# FEDERAL-AID PROGRAM DATA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., Approx. 3 Mi. S.E. of Gold Beach | **ADT** | PRESENT<br>DHV 40<br>250 | FUTURE<br>400 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E. and One Bridge | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS- | NUMBER<br>8-109(1) |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Curry | CODE<br>015 | | | |
| | NAME OF URBAN AREA<br>- | ROUTE NO. S | FEDERAL-AID<br>8-109 | STATE<br>Co.Rd. | U.S.<br>- | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (75) | | |
| 5 | | | | | **PE** | | Co.Rd., approx. 3 mi. S.E. of Gold Beach | 0.032 | 11,000 | 8,580 | 1,210 | 1,210 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>X021 | | "Hunter Creek Bridge Section" | 0.032 | 99,000 | 77,220 | 10,890 | 10,890 (Co.) |
| CARD 1 | CODE 1 | PREPARED BY | | | | | PROJECT TOTALS | 0.032 | 110,000 | 85,800 | 12,100 | 12,100 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | | | (19) (23) | (24) (33) | REMARKS | |

DEC 22 1975

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
DEC 24 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

12-2-75

# FEDERAL-AID PROGRAM DATA

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ON (45 typewriter spaces)<br>rox. 3 Mi. S.E. of Gold Beach | ADT | PRESENT<br>DHV 40<br>250 | FUTURE<br>400 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>075 | ITEM NO.<br>68 |

| | | | | | | | | PROJECT NUMBER | | | I Projects Only | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| riter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PREFIX LETTER(S)<br>RS- | NUMBER<br>8-109(1) | SEQ. NO. | POST MI. | DESIG. |

Secondary

| | | | | | |
|---|---|---|---|---|---|
| COUNTY NAME | Curry | | CODE 015 | PROGRAM STAGE | ☐ 1 OR ☒ 2 |
| ROUTE NO. S | FEDERAL-AID 8-109 | STATE Co.Rd. | U.S. - | | |

-

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | Co.Rd., approx. 3 mi. S.E. of Gold Beach | 0.032 | 11,000 | 8,580 | 1,210 | 1,210 (Co.) | P.E. all phases; widen existing 170' RCDG bridge 16 feet to provide for 30' roadway. Furnish and stockpile guardrail for approach roadway and install riprap.<br>(County to construct approaches and install guardrail.) |
| | "Hunter Creek Bridge Section" | 0.032 | 99,000 | 77,220 | 10,890 | 10,890 (Co.) | ROW-60' normal; access control-none; parking restrictions-none. |
| | PROJECT TOTALS | 0.032 | 110,000 | 85,800 | 12,100 | 12,100 (Co.) | |

RECEIVED
COUNTY & CITY SECTION
DEC 24 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

-OVER-

## HUNTER CREEK BRIDGE SECTION
## PROJECT NO. RS-8-109(1)

Existing Facility:

Existing structure is 170-foot RCDG with a 14-foot roadway. (Bridge No. 8C25)

Adjacent Sections:

W. End: 24-foot oil surface roadway with 8-foot gravel shoulders.
E. End: 34-foot gravel surface roadway.

Project Data:

Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Construction consisting of widening the existing reinforced concrete bridge 16 feet to provide for a 30-foot roadway width, place riprap and furnish and stockpile guardrail for the approaches. County to construct roadway approaches and install guardrail.

NOTE: Preliminary and construction engineering to be accomplished by the consultant engineering firm of Oregon Bridge Engineering Company with review and contracting by State forces.

Exceptions to Minimum Standards:

None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on November 24, 1975.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings -- None required under Oregon Action Plan (Category 3 Project).
b. Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

PRO 6-2

December 2, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-8-109(1)

We are submitting program data for one project, Item No. 68, Project No. RS-8-109(1), "Hunter Creek Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

It is the present intention to perform the preliminary as well as construction engineering work under consultant agreement with the firm of "Oregon Bridge Engineering Company" with required review and contracting by State forces. One copy of the proposed consultant agreement is enclosed for your files.

We request authorization to proceed with all phases of preliminary engineering at an estimated total cost of $11,000 with Federal funds of $8,580.

It is understood your approval of the program will result in an obligation of $110,000 in total cost and $85,800 in Federal funds.

CL:bb

Enc.
cc: Alfred Shirley (Region 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-2-75

# FEDERAL-AID PROGRAM DATA

| CARD | Field | Value |
|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | 1 |
| | PROJECT LOCATION (45 typewriter spaces) 21 65 | Co. Rd., Approx. 3 Mi. S.E. of Gold Beach |
| | ADT PRESENT | DHV 40<br>250 |
| | ADT FUTURE (66) (70) | 400 |
| | YEAR (71) (72) | 95 |
| | REGION | 10 |
| | STATE NAME | Oregon |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 29 62 | P.E. and One Bridge |
| | NATL. FOREST (63) (65) | |
| | FH ROUTE NO. (66) (68) | |
| | SUPV AGCY (69) | |
| | DA CLASSIF. (70) | |
| | DA AREA (71) | |
| | EMERG. YR. (72) (73) | |
| | PL. AUTH YR (74) (75) | |
| | PROJECT NUMBER — PREFIX LETTER(S) 14 23 | RS- |
| | PROJECT NUMBER — NUMBER | 8-109(1) |
| CARD 4 | CLASS OF FEDERAL FUNDS | Rural Secondary |
| | NAME OF URBAN AREA 17-31 | - |
| | COUNTY NAME | Curry |
| | CODE (14) | 01 |
| | ROUTE NO. | S |
| | FEDERAL-AID (32) | 8-109 |
| | STATE (36) | Co.Rd. |
| | U.S. (37) | - |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | Co.Rd., approx. 3 mi. S.E. of Gold Beach | 0.032 | 11,000 | 8,580 | 1,210 | 1,210 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE) X021 | | "Hunter Creek Bridge Section" | 0.032 | 99,000 | 77,220 | 10,890 | 10,890 (Co.) |
| CARD 1 | CODE 1 | PREPARED BY | | | | | PROJECT TOTALS | 0.032 | 110,000 | 85,800 | 12,100 | 12,100 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | | | (16) (23) | (24) (33) | REMARKS | |

FORM PR-1
(REV. 4-61)

12-2-75

# FEDERAL-AID PROGRAM DATA

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| ION (45 typewriter spaces)<br>pprox. 3 Mi. S.E. of Gold Beach<br>68 | ADT | PRESENT<br>DHV 40<br>250 | FUTURE<br>400<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>075<br>(4) (9) | ITEM NO.<br>68<br>(14) (18) |

|  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
| writer<br>62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS-<br>14 22 | NUMBER<br>8-109(1)<br>7 | SEQ. NO.<br>13 |

I. Projects Only
POST MI. (24) (26)
DESIG. 27

l Secondary

-

| COUNTY NAME | CODE |
|---|---|
| Curry | 015<br>(14) (16) |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 8-109<br>(32) | Co.Rd.<br>(36) (37) | -<br>(41) |

PROGRAM STAGE
☐ 1 OR ☒ 2

| STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| 53 |  | (54) (58) | (59) (66) | (67) (76) |  |  |  |
|  | Co.Rd., approx. 3 mi. S.E. of Gold Beach | 0.032 | 11,000 | 8,580 | 1,210 | 1,210 (Co.) | P.E. all phases; widen existing 170' RCDG bridge 16 feet to provide for 30' roadway. Furnish and stockpile guardrail for approach roadway and install riprap.<br>(County to construct approaches and install guardrail.)<br>ROW-60' normal; access control-none; parking restrictions-none. |
|  |  |  |  |  |  |  |  |
|  | "Hunter Creek Bridge Section" | 0.032 | 99,000 | 77,220 | 10,890 | 10,890 (Co.) |  |
|  | PROJECT TOTALS | 0.032 | 110,000 | 85,800 | 12,100 | 12,100 (Co.) |  |
|  |  |  | (18) (23) | (24) (33) |  |  |  |

REMARKS

-OVER-

## HUNTER CREEK BRIDGE SECTION
## PROJECT NO. RS-8-109(1)

Existing Facility:
Existing structure is 170-foot RCDG with a 14-foot roadway. (Bridge No. 8C25)

Adjacent Sections:
W. End: 24-foot oil surface roadway with 8-foot gravel shoulders.
E. End: 34-foot gravel surface roadway.

Project Data:
Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Construction consisting of widening the existing reinforced concrete bridge 16 feet to provide for a 30-foot roadway width, place riprap and furnish and stockpile guardrail for the approaches. County to construct roadway approaches and install guardrail.

NOTE: Preliminary and construction engineering to be accomplished by the consultant engineering firm of Oregon Bridge Engineering Company with review and contracting by State forces.

Exceptions to Minimum Standards:
None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:
None involved.

FHPM 7-7-2 Requirements:
Nonmajor action project concurred in by FHWA on November 24, 1975.

IM 50-1-70 Requirements:
Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
a. Public Hearings -- None required under Oregon Action Plan (Category 3 Project).
b. Location/Design -- Not a factor in the development of this project.
NOTE: This project is in Congressional District No. 4.

DIST 7

Contract # 8404

FORM 81 734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
November 26, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Hunter Creek Bridge Section
Hunter Creek Road
Curry County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 7 : B. E. Brown

RECEIVED
TATE HWY ENG
NOV 28 '75
REFER TO
FOR

APPROVED
ESH
E. S. Hunter
Date 11-28-75

FHS-C
A-75 EX
PMS ✓

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 24, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project RS-8-109(-)
Hunter Creek Bridge
Hunter Creek Road
Curry County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's October 22 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Koppen
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
NOV 28 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BEN GIFFORD

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Schaedler

ACTION | INFO
COUNTY CITY
FEDERAL AID
INVENTORY-NEEDS
NOV 25 1975
REMARKS:

# CONSULTANT AGREEMENT
## FAS-C SYSTEM ROADS PROGRAM

THIS AGREEMENT, made and entered into by and between Curry County, acting by and through its Board of Commissioners, hereinafter referred to as "County", and the firm of Oregon Bridge Engineering Company, an Oregon corporation, whose office address is 223-M North "A" Street, Springfield, acting by and through its Company Officers, hereinafter referred to as "Consultant";

## W I T N E S S E T H

RECITALS

1. County plans and proposed to construct Hunter Creek Bridge.

2. County has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of Consultant. County has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project".

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all the necessary work and services outlined in the attached Exhibit "A", and shall confer with County during the project, whenever it is deemed necessary.

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close proximity of the project, that will be convenient to County, State Highway Division and Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to County for the cost of work performed in accordance with the provisions of Exhibit "A".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. County shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. County shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. County shall execute this agreement during a duly authorized session of its Board of Commissioners.

4. The parties expect that, pursuant to an agreement between Curry County and the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review Consultant's work and approve billings submitted by Curry County, that all approved billings from the Consultant shall be paid by the State and, upon completion of the project, State shall submit all claims for federal participation to the Federal Highway Administration.

5. Upon execution of this agreement, Curry County shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to Consultant allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the Consultant shall start performance under this contract not later than 30 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 180 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County, or due to weather conditions, or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of terms and obligations of this agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $7,660.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The County also agrees to pay to the Consultant as full compensation for construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $12,000.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from Consultant's bills.

3. Retention of Records and Documents. The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorzed representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. Consultant shall place his endorsement on all engineering data furnished by Consultant.

5. Covenant Against Contingent Fees. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, County shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage, fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970.

7. Project Developement, Methods and Forms. The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

8. Ownership of Documents. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of the County.

9. Termination. The County reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following paragraph 10 "Disputes".

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final

11. Responsibility for Claims and Liability. Consultant shall save and hold harmless the County, its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

13. Assignment, Transfer or Subcontracting. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of County and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by the County. No consent of County shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the County decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the State, this agreement shall be amended

or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State and the Federal Highway Administration.

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein, and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of Consultant and any successor as assign of County.

16. Certificate. The executed certificate attached hereto and marked Exhibit "B" is by this reference made a part of this agreement

17. Prohibition Against Hiring Certain Personnel. The Consultants shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix "B" of the Regulations.

c. Solicitations for Subcontract, Including Procurements of Materials and Equipment. In all soliciations either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 18A through 18F in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

19 Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. Curry County officials have acted in this matter purusant to Ordinance or Resolution No. ______ adopted by its ________________ ________________ on the 5th day of Sept., 1975.

CONSULTANT, by and through its Company Officers

Firm Oregon Bridge Engineering Co.

BY ________________

CONCURRENCE

OSHD E S Hunter

Date 10-17-75

FHWA ________________

Date ________________

COUNTY by and through its Board of Commissioners

BY ________________

BY Jack R. Waldie

BY R. Williams

ATTEST

________________ Clerk
~~City Recorder~~/County Clerk
Deputy

## CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and a duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or,

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

September 5, 1975
DATE

SIGNATURE

## CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy State Highway Engineer of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

10-17-75
DATE

ES Hunter
SIGNATURE

EXHIBIT B

Exhibit "A"
Page 1 of 5

# CONSTRUCTION ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 31 percent of base salary.

Exhibit "A"
Page 2 of 5

## OREGON BRIDGE ENGINEERING CO.

## STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For The Year Ended May 31, 1975
(Prepared without audit)

| | 1975 |
|---|---|
| DIRECT COSTS | |
| Salaries and payroll taxes | $210,355 |
| Outside services | 1,493 |
| Blueprinting | 1,741 |
| Travel, entertainment and promotion | 2,858 |
| Other costs | 8,904 |
| Total | $225,351 |
| | |
| OVERHEAD COSTS | |
| Administrative and office salaries and payroll taxes | $ 77,040 |
| Equipment lease and rental | 420 |
| Office supplies and expense | 8,425 |
| Office rent | 6,300 |
| Telephone | 3,229 |
| Travel, entertainment and promotion | 4,430 |
| Utilities | 808 |
| Taxes and licenses | 696 |
| Auto expense | 1,287 |
| Employee insurance | 9,212 |
| Professional services | 1,375 |
| Dues and subscriptions | 1,581 |
| General insurance | 9,187 |
| Depreciation | 11,854 |
| Contributions to profit sharing and pension trust | 51,134 |
| Interest expense | 345 |
| Miscellaneous expense | 2,162 |
| Transportation repairs and maintenance | 8,625 |
| Total | $198,110 |
| | |
| PERCENT OF OVERHEAD COSTS TO DIRECT COSTS | 87.91% |

Exhibit "A"
Page 3 of 5

## METHOD OF ARRIVING AT CHARGEABLE RATES

Effective as of July 1, 1975

| | Chief Design Engr. | Chief Const. Engr. | Design Engr. | Project Engr. | Jr. Design Engr. | Jr. Field Engr. |
|---|---|---|---|---|---|---|
| HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month) | 11.25 | 10.67 | 7.93 | 7.64 | 5.19 | 5.48 |
| PAYROLL TAXES - 9.633 maximum | 1.03 | .97 | .60 | .70 | .39 | .50 |
| VACATIONS, HOLIDAYS, SICK LEAVE | 1.25 | 1.10 | .88 | .85 | .60 | .63 |
| PENSION PLAN - 8% | .90 | .85 | .63 | .61 | .42 | .44 |
| HOSPITALIZATION & INSURANCE | .56 | .54 | .42 | .15 | .32 | .33 |
| ACTUAL CHARGEABLE RATES | 14.99 | 14.13 | 10.46 | 9.95 | 6.92 | 7.38 |
| RATES USED | 15.00 | 14.15 | 10.45 | 9.95 | 6.90 | 7.40 |

Exhibit "A"
Page 4 of 5

## SUMMARY OF PRELIMINARY ENGINEERING

| | | |
|---|---|---|
| Project Supervision | 40 Hours | $ 600 |
| Project Engineering | 150 Hours | 1,650 |
| Drafting | 50 Hours | 350 |
| Surveying | 48 Hours | 380 |
| Specifications & Contract | 24 Hours | 360 |
| Foundation Investigation | 8 Hours | 70 |
| | | $3,410 |
| Overhead Allowance @ 87.91% | | 3,000 |
| Travel Expenses, Blueprinting and Supplies | | 250 |
| Profit @ 15% | | 1,000 |
| | | $7,660 |

Estimated Project Cost - $110,000

Preliminary Engineering - 7.0%±

Exhibit "A"
Page 5 of 5

## CONSTRUCTION ENGINEERING

### SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

| | | |
|---|---|---|
| Fixed Fee - Lump Sum | | $ 1,250 |
| Project Engineer | 8 Weeks @ $ 80/day | $ 3,200 |
| Assistant Engineer | 1 Week @ 50/day | 250 |
| Supervisory Engineer | 5 Days @ 110/day | 550 |
| Survey | 3 Days @ 160/day | 480 |
| Offsite Inspection | 5 Days @ 40/day | 200 |
| | | $ 4,680 |
| Overhead Allowance @ 87.91% | | 4,110 |
| Miscellaneous Job Supplies and Expenses | | 150 |
| Travel Expenses | 9 Weeks @ 75/week | 675 |
| Vehicle Expenses | 50 Days @ 7/day | 350 |
| | ESTIMATED TOTAL | $11,215 |

ESTIMATED CONSTRUCTION COST $110,000

Construction Engineering = 10.1%

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 14, 1975

## A. PROJECT IDENTIFICATION

Name of Project Hunter Creek Bridge (Section) RS-8-109 (-)

Location of Project Hunter Creek Road (Highway Name) FAS 8-109 (Highway No., US - ORE)

Near Gold Beach (City) Curry (County) III (Region)

Program FAS-C (Funding) $110,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen the existing single lane structure with 14 foot roadway to a 30 foot minimum roadway to improve both traffic flow and safety.

Origin and History: County requested this project in August, 1975. Existing bridge had been constructed by the Forest Service.

## C. DESCRIPTION OF PROJECT

Length New widening approximately 18' X 170'

Termini Ends of the existing structure.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
2 PROJECT

non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way required.

Typical Section Presently proposed are: 2-12' lanes 4' shoulders. No sidewalk or bike path.

Structures The bridge will be basically concrete with 30'± roadway.

Characteristics (ADT) Relatively light traffic with log trucks. Present ADT estimated at 250 (1974) with normal increase expected.

Other General Information (or Supplemental information to items)

The existing bridge will serve as the detour during construction.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Proposal: Widen existing bridge on present alignment.

Alternate 1: Remove existing bridge. Construct 2 lane bridge on new alignment.

Alternate 2: Do nothing.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)**

Topography - Coastal mountains foothills.

Flora - Forests, bushy streambank, alluvial gravels and outwash - generally stable soil conditions.

Hunter Creek has relatively small drainage area in comparison to adjacent coastal streams. Subject to periodic flooding during winter storms. The creek contains searun cutthroat, fall chinook and winter steelhead. The period from mid-October through December is especially critical to anadromous runs.

**Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)**

Route is essentially rural-forest area with a few homesites further downstream. Agricultural-logging are prime employment factors.

Air and noise esthetics do not appear to play any significant role in the areas cultural development.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None anticipated.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   No change in traffic pattern.

   Consequences:

3. Estimated Changes in Land Use:

   Land use would not change.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Some temporary effects to riverbed during construction. No long term effects anticipated. All adverse effects would be minimized by construction during low water season. Work in the stream and around the center pier needs to be

   (Continued on page 4a)

   Consequences:

   Project will employ techniques to avoid adverse impacts. State Lands Removal/Fill Permit will be required if excavation or fill is in excess of 50 cubic yards.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None anticipated - existing bridge is simply being widened.

   Consequences:

confined to the period of July 1 to October 1; a short extension may be granted in a favorable construction year depending on runoff.

6. Preliminary Identification of Areas of Critical Environmental Concern:

The time period of mid-October through December is critical to anadromous fish run. Construction techniques will avoid adverse impacts.

7. Potential for Controversial Issues:

Controversial issues not evident.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | X | | |
| Water Quality Spec. | X | | |
| Acoustical Engineer | X | | |
| Air Quality Engineer | X | | |
| Cultural Geographer | X | | |
| Urban Planner | X | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

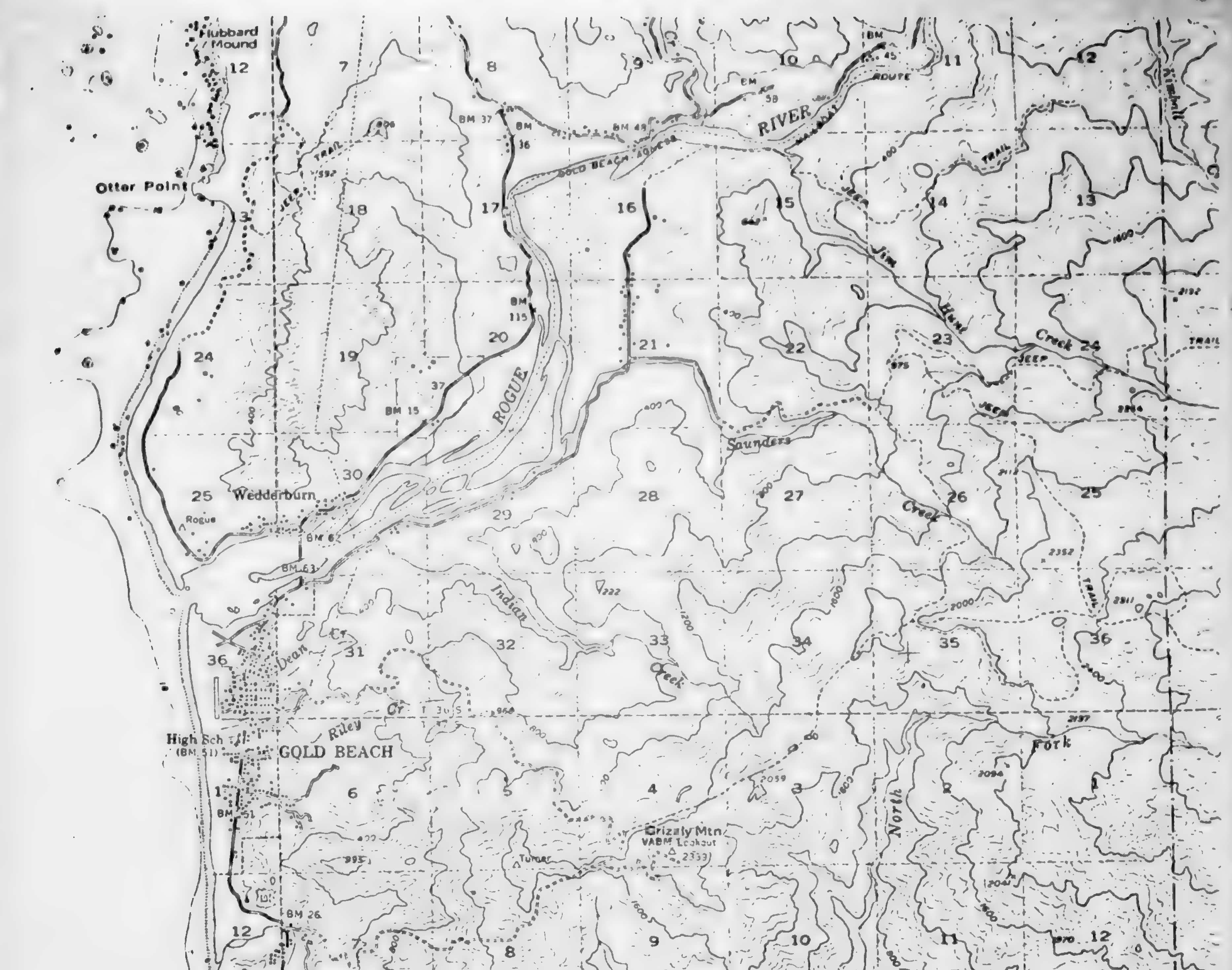
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other____________________



Hubbard Mound
Otter Point
Wedderburn
Rogue
ROGUE
RIVER
GOLD BEACH
High Sch
(BM 51)
Grizzly Mtn
VABM Lookout
2333
Jim Hunt Creek
Saunders Creek
Indian Creek
Dean Cr
Riley Cr
North Fork
Conn Creek
Hunter Creek
BUENA VISTA OCEAN WAYSIDE STATE PARK
CAPE SEBASTIAN STATE PARK
CAPE SEBASTIAN STATE PARK
project vicinity

Curry Co
FAS 8-109

Form E-39 (Rev. 5-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Hunter Creek Bridge
Highway Hunter Creek Road (County) FAS 8-109
County Curry

Date November 25, 1975
Authorization No.
Survey Prefix 508-1917 (Assigned by Salem office)

Description of termini, route, length, etc.

Hunter Creek Road Crossing of Hunter Creek.

RECEIVED
COUNTY & CITY SECTION
JAN 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey: To monitor and review preparation of plans, specifications and estimates for widening an existing bridge. Preliminary and construction engineering to be accomplished by a consultant.

PE prg. with FHWA

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 500 |
| Plans | 905 | 200 |
| Bridge | 906 | 500 |
| Prog. Mgt | 920 | 100 |
| Specifications | 921 | 100 |
| Enviroronmental | 923 | 100 |

RS-8-109(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey $ 1,500
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
Field Engineer

Recommended for Approval:
Regional Engineer

BEN GIFFORD

Recommended for Approval: Victor D Wolfe
Location Engineer

Approved: E D Hunter
Assistant State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 12-22-75
[illegible] STATE

SP*23604-734

Fas 8-109
Curry Co

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:
INTER-OFFICE CORRESPONDENCE
Salem
November 10, 1975

FROM: Robert H. Prange
Rural Engineer

SUBJECT: FAS Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer

County: Curry Section: Hunter Creek (Hunter Creek Road) Bridge
FAS 8-109

Termini: Approximately 3 miles S.E. of the City of Gold Beach and at M.P. 5.02 from the junction with FAP-2

Proposed Work: Structure Widening

Project Length: Approximately 170 feet

| Cost | Total | Federal | State | County |
|---|---|---|---|---|
| P.E. Consultant | $11,000 | $ 8,580 | $ 1,210 | $ 1,210 |
| Construction | 99,000 | 77,220 | 10,890 | 10,890 |

Existing Facilities: Existing bridge has 4 RCDG spans, 2 being 65 feet long and 2 being 20 feet cantilevir

Adjacent Sections:
West End-two-12 foot oilmat travel lanes and 8-foot gravel shoulders
East End-34-foot gravel roadway

Project Data: All phases of preliminary engineering
Widen an existing 170-foot RCDG bridge from a 14-foot roadway to a 30-foot roadway. No sidewalks riprap will be placed by contractor. Contractor to furnish and stack pile the guardrail at the bridge site. County will construct the approaches and connections.

Engineering to be done by a consulting firm (Oregon Bridge Engineering)

Right-of-Way: 60 feet Access Control: none

Railroad Crossing: none

Minimum Design Standards: minimum design standards or greater

System Action: completed

Route Data: This is a school bus and mail route and is a log hauling route

Public Hearing: not required

Environmental Assessment:

R

Park and Recreation Area Affected: none affected

Relocation Assistance: no one moved

Social, Economic and Environmental Effects Considered: yes

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

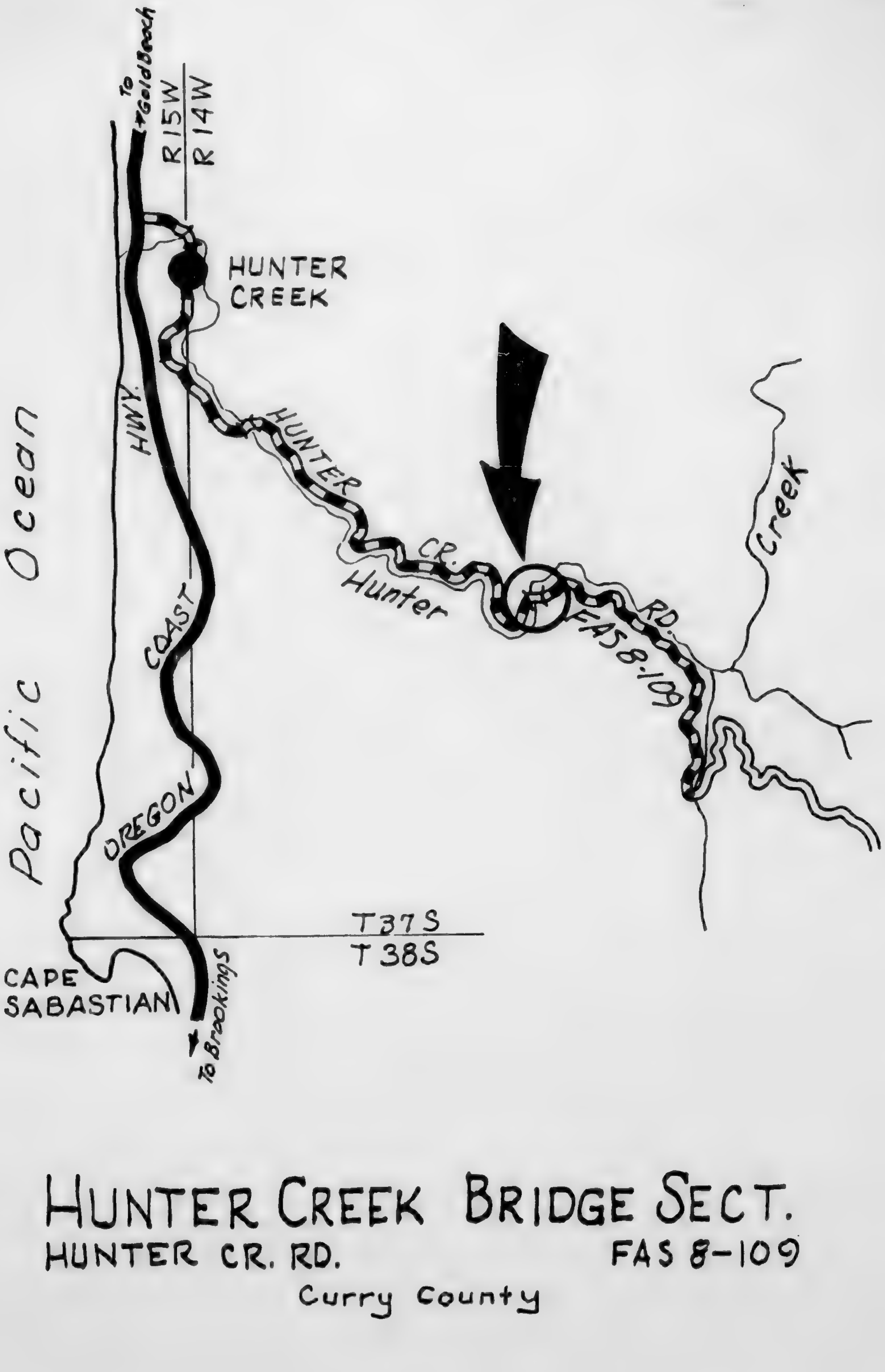
U.S. Army:

Approved by D.O.T.: 10/28/75

| ADT: | DHV: |
|---|---|
| 1975--250 | 1975--40 |
| 1995--400 | 1995--60 |

HR:dp

Attachments


To Gold Beach
R15W
R14W
HUNTER CREEK
Pacific Ocean
HWY.
COAST
OREGON
HUNTER
CR.
Hunter
RD.
FAS 8-109
Creek
T37S
T38S
CAPE SABASTIAN
To Brookings

# HUNTER CREEK BRIDGE SECT.

HUNTER CR. RD. FAS 8-109

Curry County

Rulien Curry Co
FAS-C-8-109
PRO 6

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

**F. B. KLABOE**
**Administrator and**
**State Highway Engineer**

October 30, 1975

Honorable Glen R. Hale, Chairman
Board of Commissioners
Curry County
Courthouse
Gold Beach, Oregon 97444

Dear Mr. Hale:

This is to advise that the Oregon Transportation Commission took action approving your FAS-C Hunter Creek Bridge project at its meeting October 28, 1975.

A construction-finance agreement will be prepared for this project and sent to you for signature in the near future. When this is returned to this office, an advance deposit of 22% of the consultant's estimate for preliminary engineering ($1,685) will be required. At that time the Project Management Section will program federal funds for preliminary engineering with the Federal Highway Administration. Upon notification of formal approval, your consultant may begin work at that time.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
B.E. Brown
Eugene Ash
W.A. Palmateer

RECEIVED
COUNTY & CITY SECTION
NOV 3 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

ACTION
NOV - 3 1975

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT FAS-C Proposed Projects

Attached are tabulations and maps describing and locating three proposed federal aid secondary projects; one each in Curry, Wasco and Washington Counties.

The project in Curry County is for a bridge over Hunter Creek on Hunter Road, FAS 08-109. The FAS funds required for this structure are estimated to be approximately $110,000 of which $12,100 will be the cost to the State.

Wasco County is requesting a grading, paving and structure project on the Dufur Bypass Section on FAS 942. The FAS funds required for this project are estimated to be approximately $350,000 of which $28,500 will be the cost to the State.

The project request by Washington County is to widen and pave the Cornell Road-Croeni Road Section of Cornelius Pass Road, FAS 632. The FAS funds required for this project are estimated to be approximately $260,000 of which $28,600 will be the cost to the State.

These projects will be on the agenda for the October 28 Commission meeting, and I recommend your approval.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
Vern Skoog
Don Harwell
Gary L. Sund
Jack Graham
Ed Hardt
C. M. Williams

HR:scr dpy

CURRY COUNTY
Proposed FAS-C Project

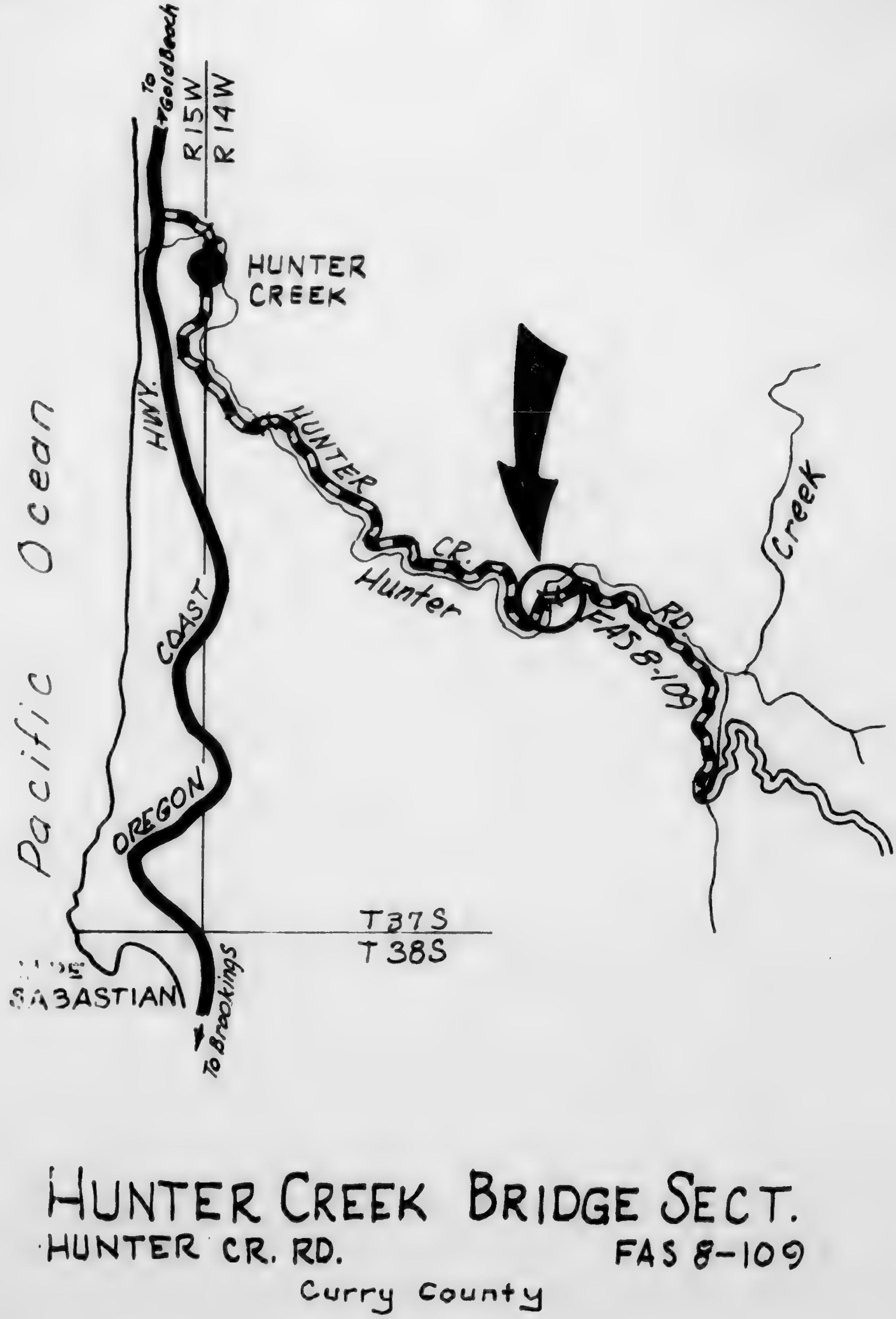
FAS 08-109
Hunter Creek (Hunter Creek Road) Bridge
Widening Existing Structure
Approximately 170 feet long
$110,000

This project is to widen an existing 170-foot long structure from a 14-foot roadway to a 30-foot roadway. The contractor will place riprap, be responsible for the detour, and furnish the guardrail.

County will construct the approaches and connections, and install the guardrail.

Engineering is to be done by Oregon Bridge Engineering Company.

75-h
10/14/75


To Gold Beach
R15W
R14W
HUNTER CREEK
Pacific Ocean
HWY.
COAST
OREGON
HUNTER
CR.
RD.
Hunter
Creek
FAS 8-109
T37S
T38S
SABASTIAN
To Brookings

# HUNTER CREEK BRIDGE SECT.

HUNTER CR. RD. FAS 8-109

Curry County

[illegible]

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Curry FAS No. 8-109 Date 8/19/75
County Road Name Hunter Creek Road
Section Name Hunter Creek Bridge
Type of Project Bridge Construction
Location of Project (Attach sketch map)
ADT 250 (1974) Design Speed 55

Is this request for county bridge design only? Yes No X
county FAS bridge design? Yes X No
Will County hire consultant for this project? Yes X No
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type (AC, Pug Cold Mix, Penetration Mat) Total Travel Width
2. Shoulders: Type (AC, Pug Cold Mix, Oil Mat) Width Each Side Total Top Width
3. Grading & Drainage:
   By County County Date of Completion By Contract
4. Bottom Base Course:
   By County County Date of Completion By Contract
   Has base design been given to County? Yes No
   Will it be furnished? Yes No
5. Leveling Course:
   By County County Date of Completion By Contract
6. Binder Course:
   By County County Date of Completion By Contract
7. Traveled Surface & Shoulders:
   By County County Date of Completion By Contract
8. Clearing:
   By County County Date of Completion By Contract
9. Curbs:
   Curbs Required? Yes No
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs

**Curry County Road Dept**
**P.O. Box 746**
**Gold Beach, Or 97444**

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population_____________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?_____________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade? Yes____ No_____**

14. **Will County adjust structure to additional width? Yes____ No_____**

15. **Will adjusted width be standard? Yes_____ No_____**
**(NOTE: Standard width of structure is traveled way plus full shoulders.)**

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

## II. BRIDGE PROJECT DATA

1. Name of river or stream Hunter Creek

2. Name of bridge HUnter Creek No. 12

3. Dimensions of existing bridge. Length 170' Roadway Width 14'

4. Type of design and material used in existing bridge.
2 span + cantilevers USFS C-22 Concrete

Widen the existing structure

5. Location (please attach map with location marked):
Section 21 Township 37S Range 14W W.M.

6. Desired width of proposed bridge 30' roadway Approx. length 170'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

1974 ADT = 610 @ Bridge Site.

7. Are sidewalks desired? Yes______ No__X__

Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes__X__ No______

(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No__X__

Explain______________________________

10. Foundation Testing: By County? Yes__X__ No______

By State? Yes______ No__X__

11. Will County close road during construction? Yes______ No__X__

12. Can presently established road be used as detour? Yes__X__ No______

13. Must a new detour be constructed? Yes______ No__X__

14. Will detour be constructed & maintained by County? Yes______ No__X__

15. Will detour be constructed & maintained by Contractor? Yes__X__ No______

16. Will County sign project outside work area during construction?

Yes______ No__X__

17. Will Contractor sign project outside work area during construction?

Yes__X__ No______

18. Approaches or Connections by County Yes__X__ No______

by Contractor Yes______ No__X__

Traveled surface: Type__AC__ Width__22'__

Shoulder surface: Type__Gravel__ Width__8'__ (2-4's)

(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?

Yes______ No__X__

N.W. quadrant distance from structure______________

N.E. quadrant distance from structure______________

S.W. quadrant distance from structure______________

S.E. quadrant distance from structure______________

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes__X__ No_____
Use for detour? Yes__X__ No_____
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes_____ No__X__
Salvaged by Contractor for County? Yes_____ No__X__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X__ Size__________
Company__________________________________________
b. Sanitary sewer mains: Yes________ No__X__ Size__________
Company__________________________________________
c. Storm sewer: Yes________ No__X__ Size__________
Company__________________________________________
d. Gas mains: Yes________ No__X__ Size__________
Company__________________________________________
e. Power lines: Yes________ No__X__ Size__________
Company__________________________________________
f. Telephone lines: Yes________ No__X__ Size__________
Company__________________________________________
g. Other Utilities:__________________________________________
__________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X__

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X__

26. Does County wish complete job of illumination in project?
Yes________ No__X__

27. Is project contingent upon other factors? Yes_______ No__X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:**

**Remarks re Section II:**

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ______ No X
   By Consultant? Yes X No ______
   By County? Yes ______ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

Oregon Bridge Eng.

2. Does County have any survey data? Yes ______ No X

3. Construction plans and specifications to be prepared:
   By State? Yes ______ No X
   By Consultant? Yes X No ______
   By County? Yes ______ No X

**4. Does County desire center line to be permanently monumented as part of project? Yes ______ No X**

**5. Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No X**
**(NOTE: Right-of-way monumenting will necessitate special programming.)**

**Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)**

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum ________

2. Is any additional right-of-way needed? Yes_____ No x (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No x

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____ No x

5. Should State prepare options? Yes____ No x

6. Should material source site be included in right-of-way descriptions?
Yes_____ No x

7. Is there any merchantable timber on right-of-way?
Yes_____ No x

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
If yes, give type and name of utility company: ________________________
________________________________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
If yes, give type and name of utility company: ________________________
________________________________________________

13. Are utilities on existing right-of-way by permit ______ or
by franchise _______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No x
If yes, give name of irrigation company or district ________________
________________________________________________
and dates between which water can be turned off: From ______________
To ________________

15. Are there any railroad crossings? Yes_____ No x

16. Name of Railroad ________________________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:______________________________________________

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______.

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:________________________________________________
_____________________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:_____________________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__x__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_________________________________________________
_____________________________________________________________________
_____________________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ________ Section ______ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ______ Select Topping ______
   Base Course ______ Level Course ______ Mineral Agregates ______
   Location ________
   Miscellaneous Items ________

Remarks re Section V ________

## VI. FINANCIAL DATA

1. Estimated Cost: $ 110,000.00

2. Available FAS Funds $ 90,173.86

3. Does County wish advancement of future Federal funds? Yes ______ No X
   Amount ________

4. Date match money is available May 1,1976

5. Will there be any 100% County money? Yes X No ______

6. Maximum amount of 100% County money available: $ 20,000.00

7. Date County requests letting: May, 1976

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ________
County Judge or Comm. Chairman

By Jack R Waldie
County Commissioner

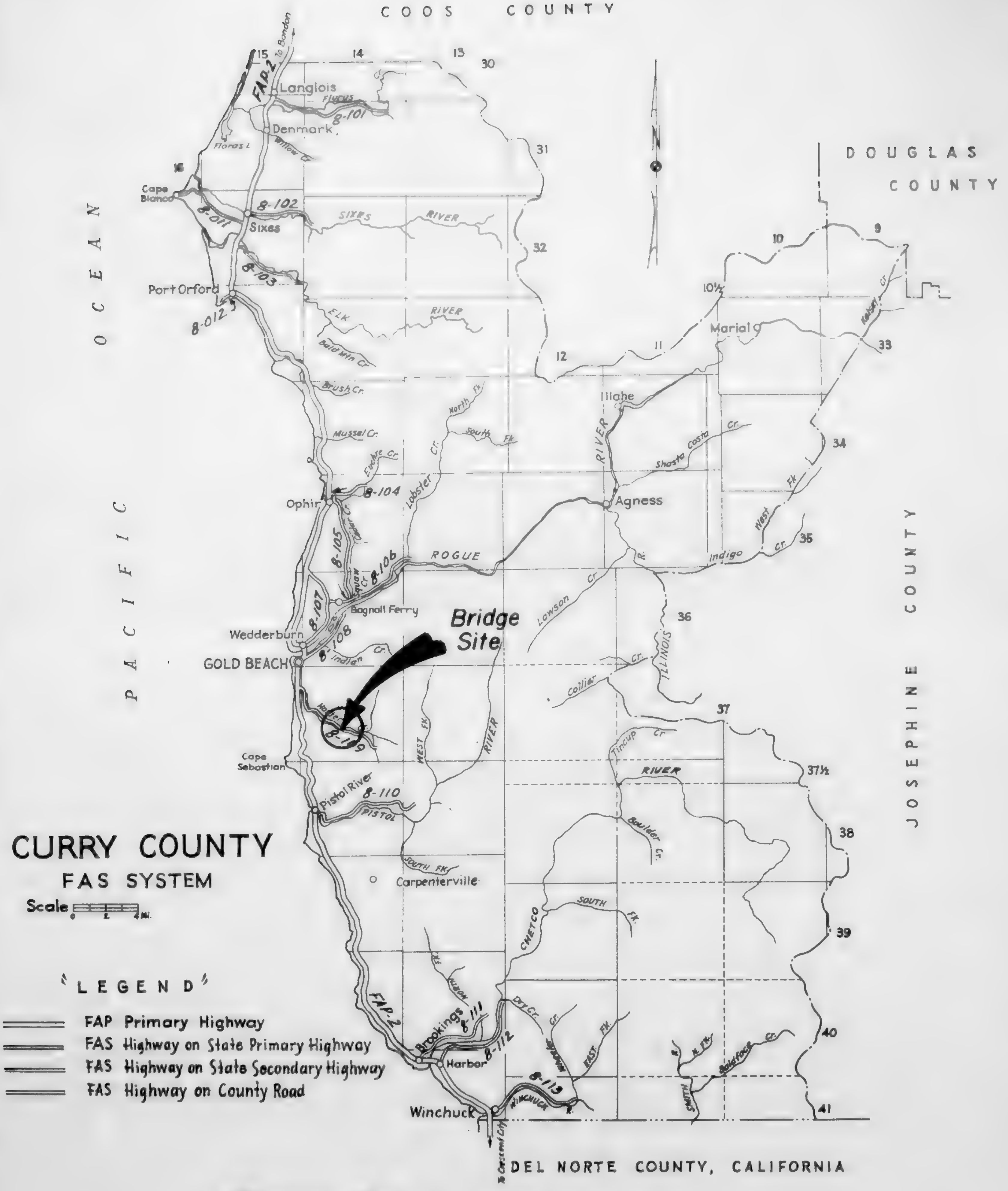
By R Williams
County Commissioner

By ________
County Engineer or Roadmaster

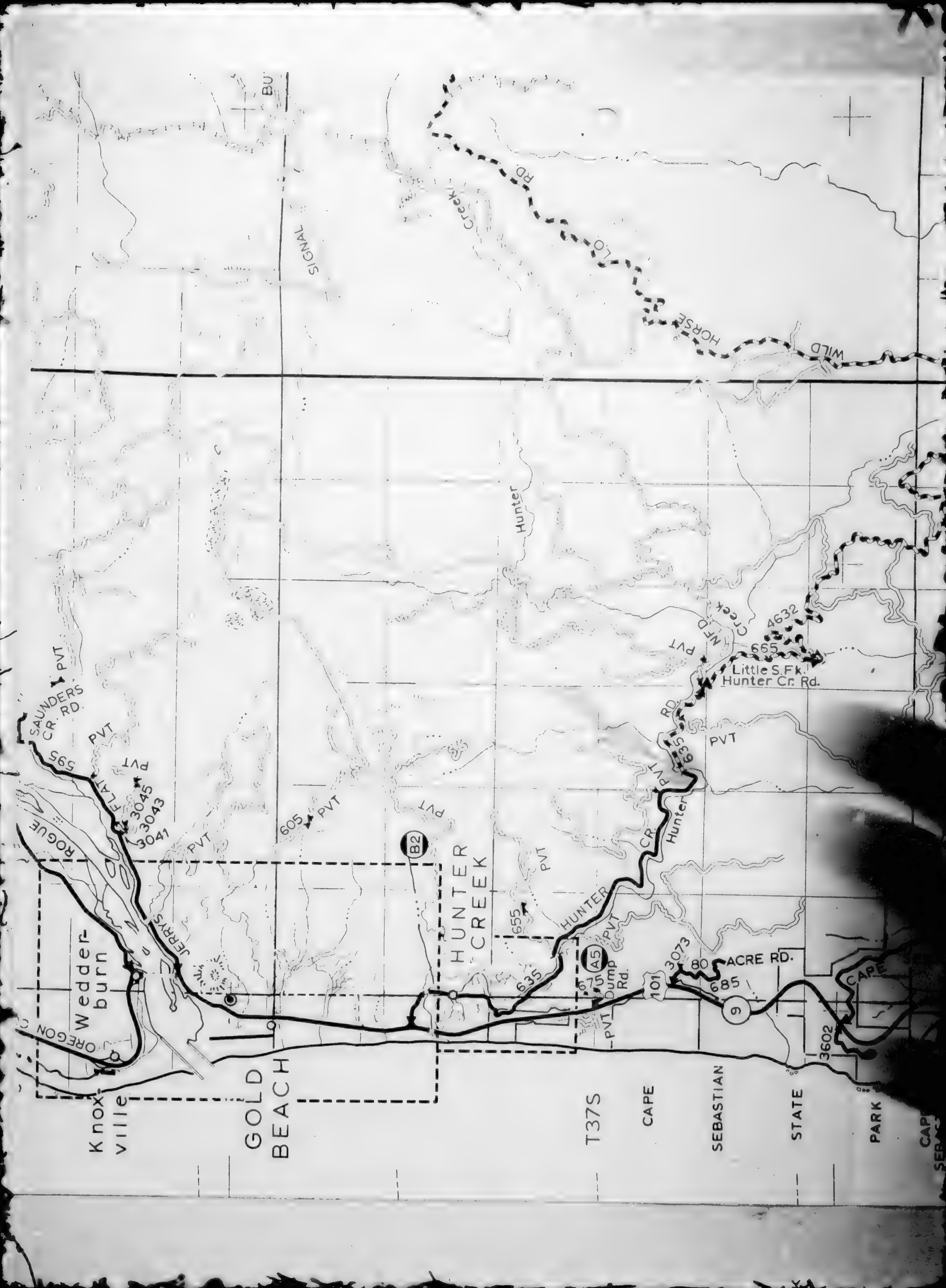
County CURRY
Date 8/25/75

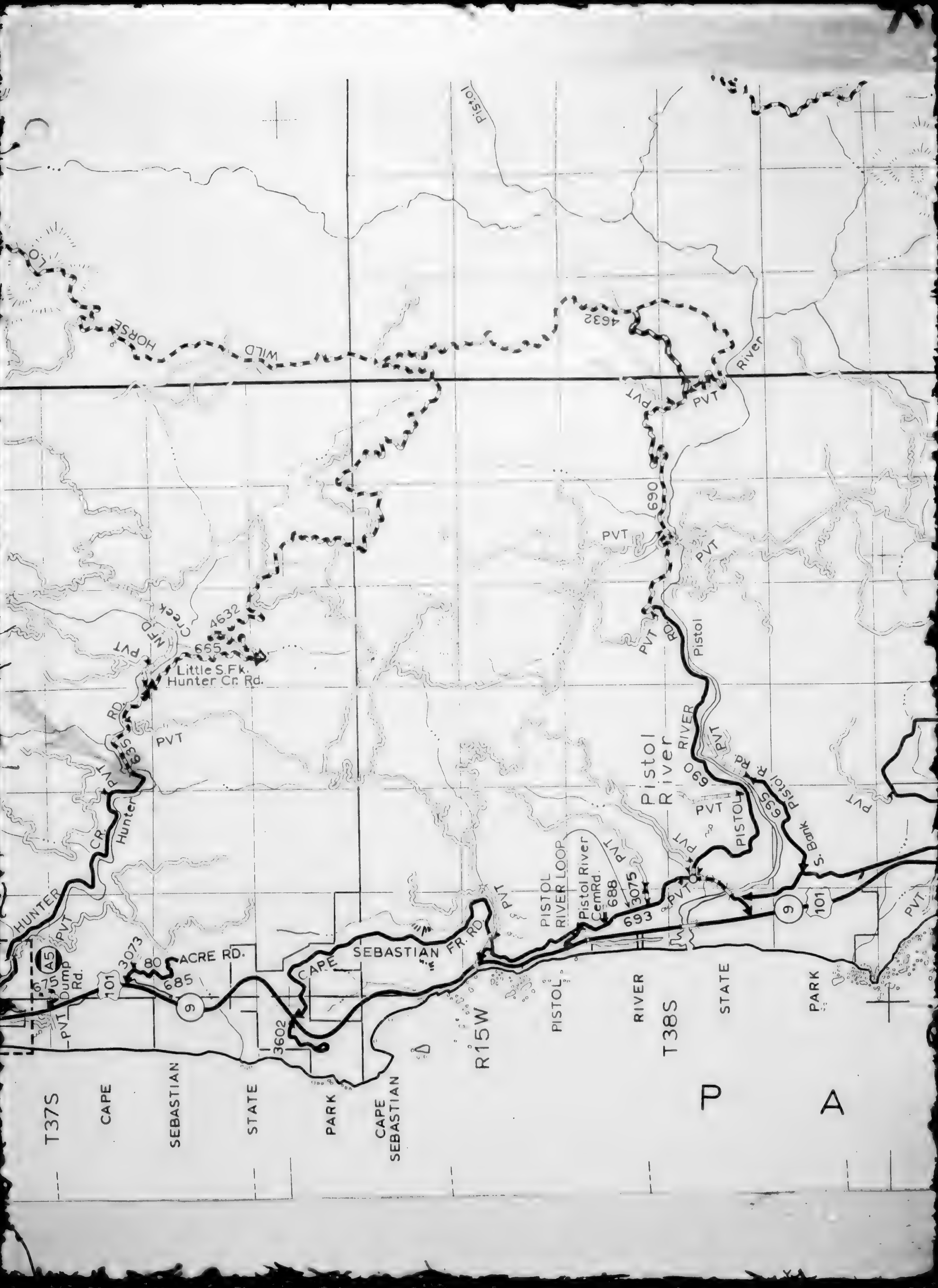
NOT REQUIRED
O.S.H.D. Field Engineer

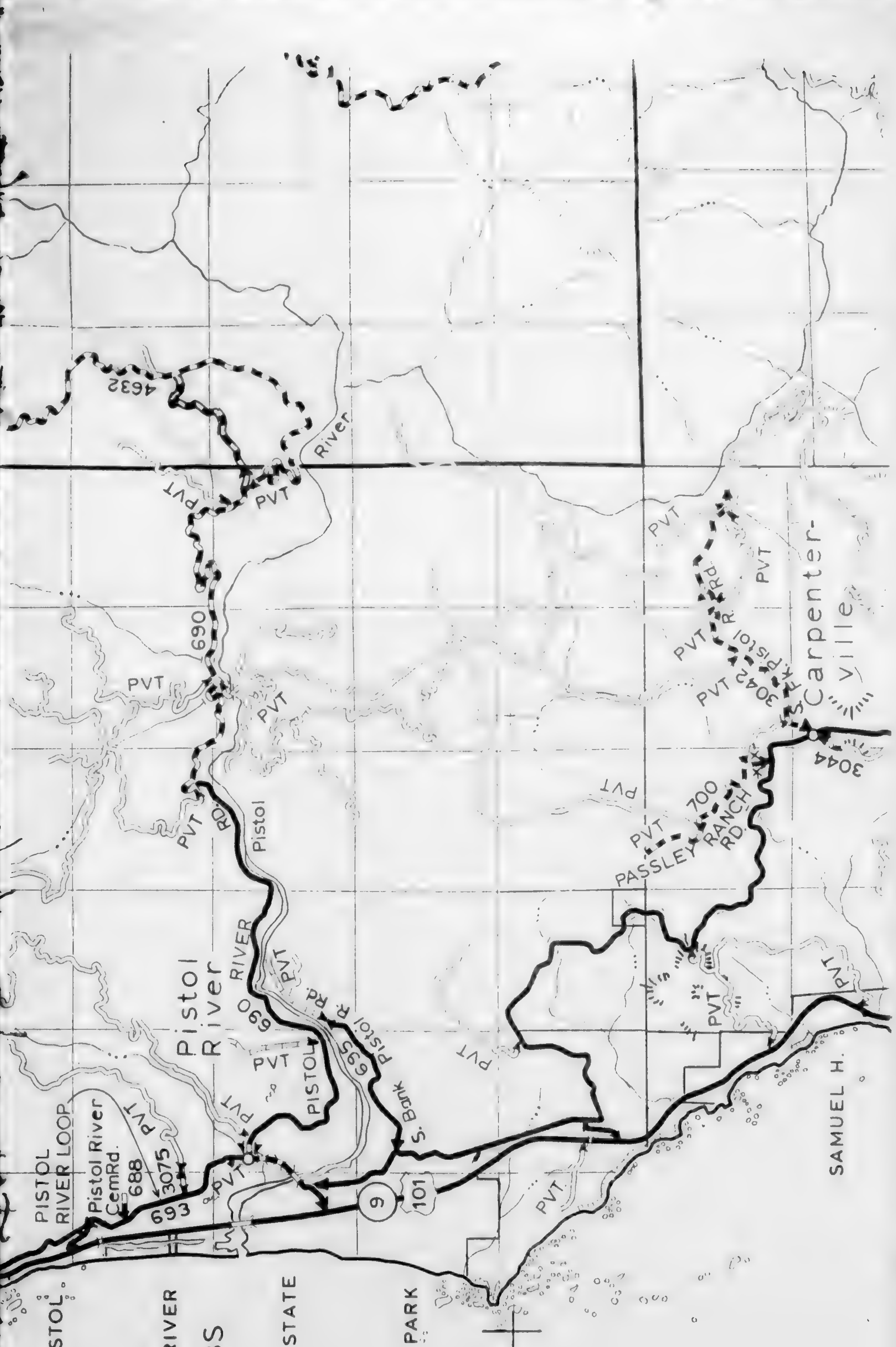
Date ________


COOS COUNTY
DOUGLAS COUNTY
JOSEPHINE COUNTY
DEL NORTE COUNTY, CALIFORNIA
PACIFIC OCEAN
N
To Bandon
FAP 2
Langlois
Denmark
Floras L
Willow Cr
Floras Cr
8-101
Cape Blanco
Sixes
8-011
8-102
SIXES RIVER
Port Orford
8-103
8-012
ELK RIVER
Bald Mtn Cr
Brush Cr.
Mussel Cr.
North Fk
South Fk
Euchre Cr.
Lobster Cr.
8-104
Ophir
8-105
8-106
ROGUE
Squaw Cr.
8-107
Bagnell Ferry
Wedderburn
8-108
GOLD BEACH
Indian Cr.
Bridge Site
Hunter Cr.
8-109
Cape Sebastian
WEST FK
RIVER
Pistol River
8-110
PISTOL
SOUTH FK
Carpenterville
CHETCO
SOUTH FK
FAP 2
Brookings
8-111
Harbor
8-112
Dry Cr.
EAST FK
8-113
Winchuck
WINCHUCK R.
To Crescent City
SMITH
N. FK
Baldface Cr.
Marial
Illahe
RIVER
Shasta Costa Cr.
Agness
Indigo Cr.
West Fk
Kelsey Cr.
Lawson Cr.
ILLINOIS
Collier Cr.
Tincup Cr.
RIVER
Boulder Cr.
14
13
15
16
30
31
32
12
11
10
10½
9
33
34
35
36
37
37½
38
39
40
41
CURRY COUNTY
FAS SYSTEM
Scale 0 2 4 Mi.
"LEGEND"
FAP Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

BRIDGE SEC 21 T37S R14W


Knox ville
GOLD BEACH
T37S
CAPE SEBASTIAN STATE PARK
CAPE SEBA
Wedderburn
OREGON
ROGUE
HUNTER CREEK
B2
A5
9
101
SAUNDERS CR. RD.
PVT
595
FLAT
JERRYS
3045
3043
3041
605
655
635
675 Dump Rd.
HUNTER CR. RD.
Hunter
635
PVT RD.
N.F.D. Creek
4632
665
Little S. Fk. Hunter Cr. Rd.
3073
80 ACRE RD.
685
3602
CAPE
WILD HORSE RD
SIGNAL
Creek
Hunter
BU


Pistol
WILD HORSE
4632
River
PVT
PVT
690
PVT
PVT
N.F.D. Creek
4632
665
PVT
Little S.Fk. Hunter Cr. Rd.
RD.
PVT 635
PVT
Hunter
CR.
HUNTER
PVT
A5
675
Dump Rd.
PVT
101
3073
80 ACRE RD.
685
9
3602
CAPE SEBASTIAN FR. RD.
PVT
PISTOL RIVER LOOP
Pistol River CemRd.
688
PVT
3075
693
PVT
PVT
PVT RD.
Pistol
RIVER
Pistol River
690
PVT
PVT
PISTOL
695
Pistol R. Rd.
S. Bank
9
101
PVT
PVT
PISTOL
RIVER
STATE
PARK
R15W
T38S
T37S
CAPE
SEBASTIAN
STATE
PARK
CAPE SEBASTIAN
P A


4632
River
PVT
PVT
690
PVT
PVT
RD.
Pistol
PVT
Pistol
River
RIVER
690
PVT
Pistol R Rd.
695
PVT
PISTOL
S. Bank
Pistol River Loop
PISTOL RIVER LOOP
Pistol River CemRd.
688
PVT
3075
693
PVT
PVT
9
101
PVT
PVT
PVT
PVT
Pistol R Rd
PVT
3042
Carpenterville
3044
PVT
700
PVT
PASSLEY RANCH RD.
PVT
PVT
SAMUEL H.
PISTOL RIVER STATE PARK
T38S
P A C I

8405 Umpqua Lighthouse State 1976
Park
(Sanitary sewer improvement)

C & A 5805 8-20-76
C & A 5979 12-8-76

March 9, 1977

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
921 S.W. Washington St.
Portland, OR 97203

Gentlemen:

On March 7, 1977, we wrote to you concerning release of final payment on Contract No. 8405 awarded to Frye and Johnson Construction Company for sanitary sewer system alteration in the Umpqua Lighthouse State Park in Douglas County.

Final payment on this contract is $2,849.41 and the total contract amount is $69,534.99. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Frye and Johnson Const. Co.
Route 1, Box 128
Cove, OR 97824

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Final Report:

SECTION: Umpqua Lighthouse State Park

HIGHWAY: - - - -

WEEK ENDING: January 15, 1977

SECTION PREFIX: 910-2701-900

COUNTY: Douglas

NAME OF JOB: Umpqua Lighthouse State Park

KIND OF WORK: Sanitary Sewer System Alteration

CONTRACTOR: Fyre & Johnson Construction Co.

CONTRACT NUMBER: 8405

FEDERAL AID PROJECT NUMBER: BOR

DATE OF CONTRACT: August 6, 1976

DATE WORK STARTED: August 31, 1976

ESTIMATED COMPLETION DATE: November 19, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $80,079.35

SPECIFIED COMPLETION DATE: December 31, 1976

PERCENT OF TIME ELAPSED:

EXCLUSIVE OF ENGINEERING: $73,085.52

ENGINEERING AUTHORIZATION: $6,993.83

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $73,834.84

This Week 565.97

ENGINEERING COST TO DATE: $9,920.67

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 142 %

DATE PROJECT WAS COMPLETED: November 19, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 1.28 | | | | |
| MILES PARTIALLY COMPLETED | 0 | | | | |
| MILES COMPLETED | 1.28 | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 2,300 | 320 | | | 170 |
| TOTAL QUANTITIES CORRECTED TO DATE | 2,401 | 355 | | | 257 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2,401 | 355 | | | 257 |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 9 | Rain | | | |
| MONDAY 10 | Clear | | | |
| TUESDAY 11 | Showers | | | |
| WEDNESDAY 12 | Showers | | | |
| THURSDAY 13 | Lt. Showers | | | |
| FRIDAY 14 | Overcast | | | |
| SATURDAY | | | | |

RECEIVED
JAN 17 1977
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 9 | |
| MONDAY 10 | No work, job completed. |
| TUESDAY 11 | |
| WEDNESDAY 12 | |
| THURSDAY 13 | |
| FRIDAY 14 | |
| SATURDAY 15 | |

## REMARKS

The Semi-Final Estimate will be submitted the first of next week.

SIGNED F. D. Morrison by LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8400

December 8, 1976

City of Reedsport
City Hall
Reedsport, OR 97467

Attention: Thomas S. Tymchuk

MISC. CONTRACTS and
AGREEMENTS No. 5974

Gentlemen:

Attached for your records is a fully executed copy of an agreement for water service at Umpqua Lighthouse State Park in Douglas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc David Talbot (conf. agree. att.)

8405

STATE OF OREGON

INTEROFFICE MEMO

TO: C. W. Head
Commission and Staff Services

DATE: November 3, 1976

FROM: Gary Scott GAS
State Recreation Director

SUBJECT: Amendment to the Project Agreement
Umpqua Lighthouse State Park Sewers
Douglas County OP 1093
41-00818

The Bureau of Outdoor Recreation has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

GAS:tgs
Attachment
cc: Jim Cavanaugh w/enc.
Larry Jacobson w/enc.

NOTED
C. W. HEAD

81-125-1387

State Oregon (Douglas County)

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

Project Amendment No. 41-00818.1

## AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. 41-00818 is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Add the construction of a water line to provide domestic supply to the park from an existing municipal system. Costs include connection fee.

Amend project costs as follows:

| ITEM | CHANGE FROM | CHANGE TO |
|---|---|---|
| Total Cost | $70,000 | $90,800 |
| Fund Support | 50% | 50% |
| Fund Amount | 35,000 | 45,400 |
| Cost of this stage | 70,000 | 90,800 |
| Assistance this stage | 35,000 | 45,400 |

There is no change in the project period.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By Donald Kotter
(Signature)

For the Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date OCT 22 1976

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

BOR 8-92a
(Rev. Mar. 1967)

## PART III – BUDGET INFORMATION – CONSTRUCTION

### SECTION A – GENERAL

1. Federal Domestic Assistance Catalog No. ............ 15.400

2. Functional or Other Breakout ....................

### SECTION B – CALCULATION OF FEDERAL GRANT

| Cost Classification | Use only for revisions: Latest Approved Amount | Use only for revisions: Adjustment + or (–) | Total Amount Required |
|---|---|---|---|
| 1. Administration expense | $ | $ | $ 1,000 |
| 2. Preliminary expense | | | |
| 3. Land, structures, right-of-way | | | |
| 4. Architectural engineering basic fees | | | |
| 5. Other architectural engineering fees | | | |
| 6. Project inspection fees | | | |
| 7. Land development | | | |
| 8. Relocation Expenses | | | |
| 9. Relocation payments to Individuals and Businesses | | | |
| 10. Demolition and removal | | | |
| 11. Construction and project improvement | | | 81,800 |
| 12. Equipment | | | |
| 13. Miscellaneous Connection Fee | | | 8,000 |
| 14. Total (Lines 1 through 13) | | | 90,800 |
| 15. Estimated Income (if applicable) | | | |
| 16. Net Project Amount (Line 14 minus 15) | | | 90,800 |
| 17. Less: Ineligible Exclusions | | | |
| 18. Add: Contingencies | | | |
| 19. Total Project Amt. (Excluding Rehabilitation Grants) | | | 90,800 |
| 20. Federal Share requested of Line 19 | | | 45,400 |
| 21. Add Rehabilitation Grants Requested (100 Percent) | | | |
| 22. Total Federal grant requested (Lines 20 & 21) | | | 45,400 |
| 23. Grantee share | | | 45,400 |
| 24. Other shares | | | |
| 25. Total project (Lines 22, 23 & 24) | $ | $ | $ 90,800 |

OMB NO. 80-R-184

## SECTION C – EXCLUSIONS

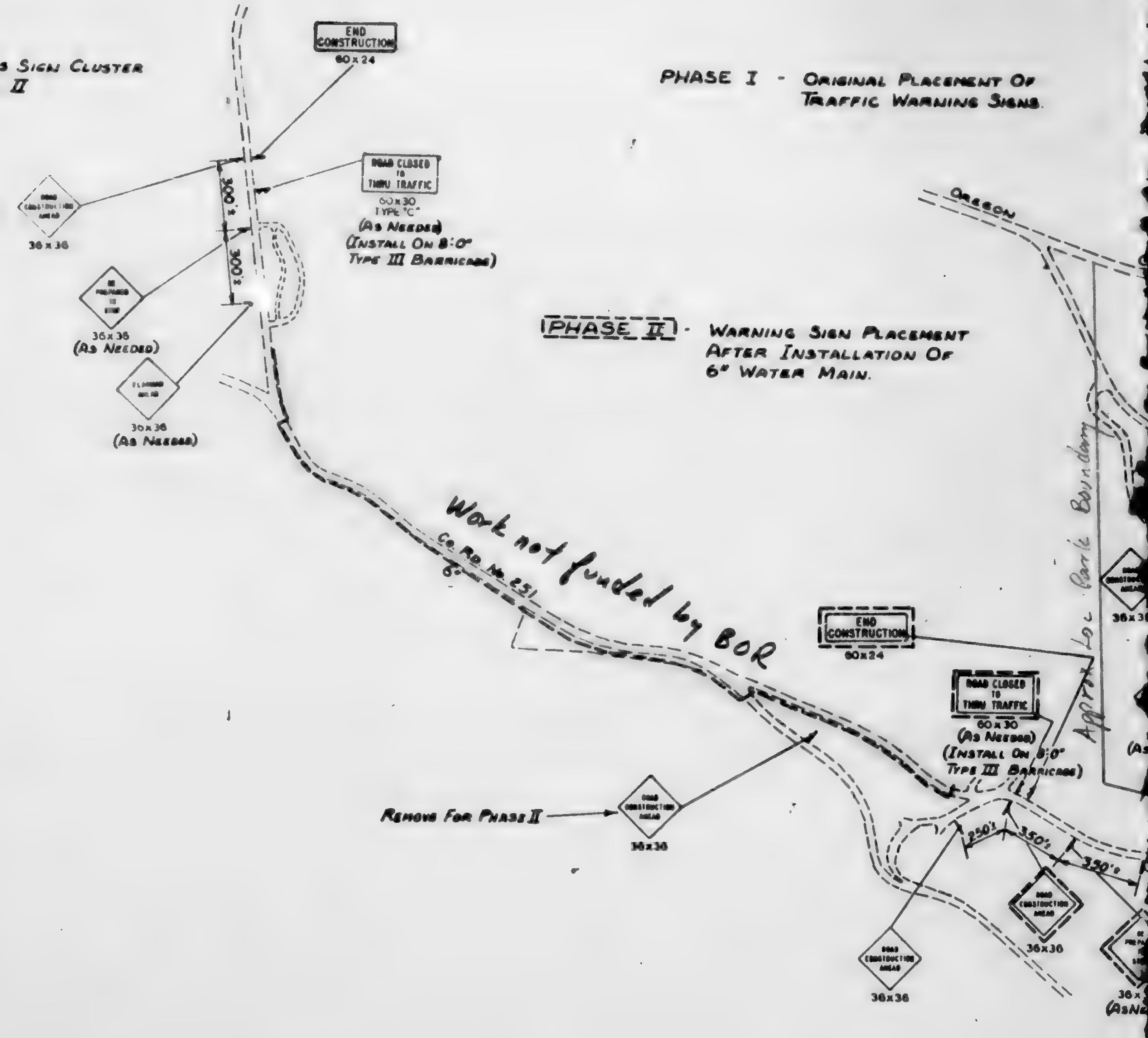
| Classification | Ineligible for Participation (1) | Excluded from Contingency Provision (2) |
|---|---|---|
| 26 | $ | $ |
| a. | | |
| b. | | |
| c. | | |
| d. | | |
| e. | | |
| f. | | |
| g. Totals | $ | $ |

## SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

| | | |
|---|---|---|
| 27. Grantee Share | | $ |
| a. Securities | | |
| b. Mortgages | | |
| c. Appropriations (By Applicant) | State Parks Budget | 45,400 |
| d. Bonds | | |
| e. Tax Levies | | |
| f. Non Cash | | |
| g. Other (Explain) | | |
| h. TOTAL – Grantee share | | 45,400 |
| 28. Other Shares | | |
| a. State | | |
| b. Other | | |
| c. Total Other Shares | | |
| 29. TOTAL | | $ 45,400 |

## SECTION E – REMARKS

## PART IV PROGRAM NARRATIVE (Attach – See Instructions)



NOTE: REMOVE THIS SIGN CLUSTER FOR PHASE II

PHASE I - ORIGINAL PLACEMENT OF TRAFFIC WARNING SIGNS.

PHASE II - WARNING SIGN PLACEMENT AFTER INSTALLATION OF 6" WATER MAIN.

Work not funded by BOR

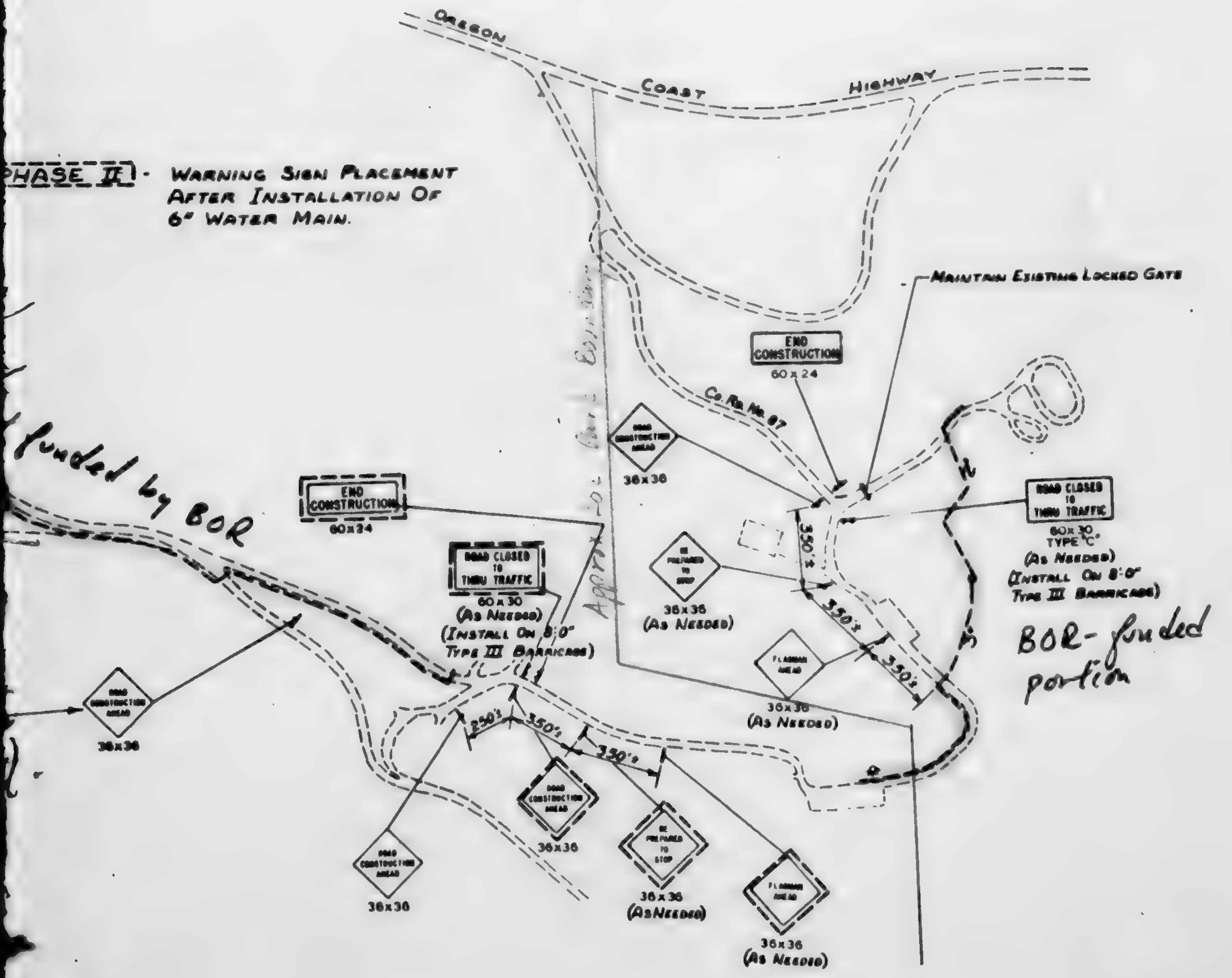
END CONSTRUCTION
60 x 24
ROAD CLOSED TO THRU TRAFFIC
60 x 30
TYPE "C"
(AS NEEDED)
(INSTALL ON 8'-0" TYPE III BARRICADE)
ROAD CONSTRUCTION AHEAD
36 x 36
300'±
300'±
BE PREPARED TO STOP
36 x 36
(AS NEEDED)
FLAGGER AHEAD
36 x 36
(AS NEEDED)
OREGON
Co. Rd. No. 251
6"
Approx Loc Park Boundary
END CONSTRUCTION
60 x 24
ROAD CLOSED TO THRU TRAFFIC
60 x 30
(AS NEEDED)
(INSTALL ON 8'-0" TYPE III BARRICADE)
REMOVE FOR PHASE II
ROAD CONSTRUCTION AHEAD
36x36
250'±
350'±
350'±
ROAD CONSTRUCTION AHEAD
36x36
ROAD CONSTRUCTION AHEAD
36x36
ROAD CONSTRUCTION AHEAD
36x3
(As
36 x
(As Ne

| | |
|---|---|
| UMPQUA LIG<br>WATER MAIN-W<br>DOU | |
| FED. ROAD Div. No. | STATE |
| 10 | OREGO |

TEMPORA
DIRECTION

**PHASE I** - Original Placement Of Traffic Warning Signs.

**PHASE II** - Warning Sign Placement After Installation Of 6" Water Main.

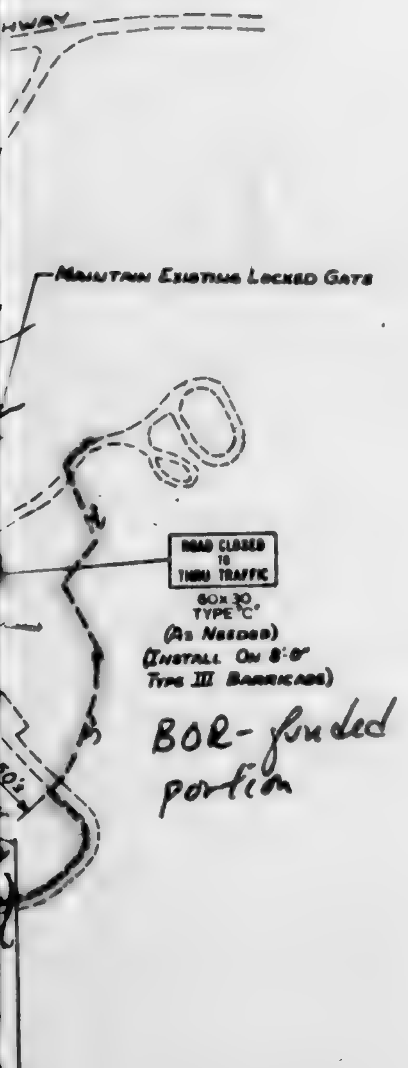

Oregon Coast Highway
Co. Rd. No. 87
Maintain Existing Locked Gate
End Construction 60 x 24
Road Construction Ahead 36x36
End Construction 60x24
Road Closed To Thru Traffic 60 x 30 (As Needed) (Install On 8'0" Type III Barricade)
Be Prepared To Stop 36x36 (As Needed)
Flagman Ahead 36x36 (As Needed)
Road Closed To Thru Traffic 60x30 Type "C" (As Needed) (Install On 8'0" Type III Barricade)
350'±
350'±
350'±
250'±
350'±
350'±
Road Construction Ahead 36x36
Road Construction Ahead 36x36
Road Construction Ahead 36x36
Be Prepared To Stop 36 x 36 (As Needed)
Flagman Ahead 36 x 36 (As Needed)
funded by BOR
BOR-funded portion
Approx

**Note:** Road Not To Be Clos
Can Be Maintained.

**Note:** All Signs Type "O" U

| UMPQUA LIGHTHOUSE STATE PARK<br>WATER MAIN-WATER SUPPLY SYSTEM<br>DOUGLAS COUNTY | | | | SHEET No.<br>2 |
|---|---|---|---|---|
| FED ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | BOR 41-00818 | | See Index |

# TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC


HWAY
MAINTAIN EXISTING LOCKED GATE
ROAD CLOSED TO THRU TRAFFIC
60x30
TYPE "C"
(AS NEEDED)
(INSTALL ON 8'-0" TYPE III BARRICADE)
90'±

BOR-funded portion

NOTE: ROAD NOT TO BE CLOSED IF ONE WAY TRAFFIC CAN BE MAINTAINED.

NOTE: ALL SIGNS TYPE "O" UNLESS OTHERWISE NOTED.

8435

75

STATE OF OREGON

INTEROFFICE MEMO

TO: C. W. Head
Commission & Staff Services

DATE: July 9, 1976

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Project Agreement
Umpqua Lighthouse State Park Sewers
Douglas County OP 1093
41-00818

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named project. The Agreement is between the State of Oregon through the Oregon State Highway Division and the Federal Bureau of Outdoor Recreation of the U.S. Department of the Interior.

This should bring your records up to date.

GAS: jba
Attachment
cc: Jim Cavanaugh
Larry Jacobson

NOTED
C. W. HEAD

81-125-1387

UNITED STATES DEPARTMENT OF THE INTERIOR Exhibit A
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Douglas County)

Project Number 41-00818 (OP 1093)

Project Title Umpqua Lighthouse State Park Sewers

Project Period JUN 24 1976 to 12/31/78

Project Scope (Description of Project)

Construct a sewage collection system with a connection to the local sewage treatment plant. The new system will serve the entire developed area of this park and will allow abandonment of the present septic tank and drain field systems.

This project also includes State administrative costs estimated at $1,000.

Project Stage Covered by this Agreement

**Not Applicable**

Project Cost

| | |
|---|---|
| Total Cost | $ 70,000 |
| Fund Support | 50 % |
| Fund Amount | $ 35,000 |
| Cost of this Stage | $ 70,000 |
| Assistance this Stage | $ 35,000 |

The following attachments are hereby incorporated into this agreement:

1. General Provisions (Dec. 1965)
2. Project Proposal
3. ______
4. ______

BOR 8-92
(Rev. April 1974)

# LAND AND WATER CONSERVATION FUND PROJECT AGREEMENT

## General Provisions

A. **Definitions**

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project stage which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. **Project Execution**

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

   (a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director.

   (b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

   (c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit.

   (d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. Sec. 276(c) (1964), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

   (e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

   "During the performance of this contract, the contractor agrees as follows:

   "(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

   "(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

   "(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, (2) assist and cooperate actively with the BOR and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Secretary of Labor, (3) obtain and furnish to the BOR and to the Secretary of Labor such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Secretary of Labor or the BOR pursuant to Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. Development plans and specifications shall be available for review by the Director upon request.

8. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director.

9. If any tract or parcel of, or interest in, real property subject to being purchased under the provisions of this agreement, but not identified herein, is found by the Director for any reason not to be suitable for Federal assistance, all obligations of the United States hereunder shall cease as to such parcel, tract or interest.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. The State shall use any funds received by way of advance payment from the United States under the terms of this agreement solely for the project or project stage herein described.

4. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

5. Because one of the basic objectives of the Land and Water Conservation Fund Act is to enhance and increase the Nation's outdoor recreation resources, it is the intent of the parties hereto that recipients of assistance will use moneys granted hereunder for the purposes of this program, and that assistance granted from the Fund will result in a net increase, commensurate at least with the Federal cost-share, in a participant's outdoor recreation. It is intended by both parties hereto that assistance from the Fund will be added to, rather than replace or be substituted for, State and local outdoor recreation funds.

### E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

4. Because the benefit to be derived by the United States from the full compliance by the State with the terms of this agreement is the preservation, protection, and the net increase in the quantity and quality of public outdoor recreation facilities and resources which are available to the people of the State and of the United States, and because such benefit exceeds to an immeasurable and unascertainable extent the amount of money furnished by the United States by way of assistance under the terms of this agreement, the State agrees that payment by the State to the United States of an amount equal to the amount of assistance extended under this agreement by the United States would be inadequate compensation to the United States for any breach by the State of this agreement. The State further agrees, therefore, that the appropriate remedy in the event of a breach by the State of this agreement shall be the specific performance of this agreement.

### F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

### G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. Sec. 118k (1964), with the exceptions therein enumerated.

### H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

### I. Use of Facilities

1. The State shall not at any time convert any property acquired or developed pursuant to this agreement to other than the public outdoor recreation uses specified in the project proposal attached hereto without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

### J. Nondiscrimination

1. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement.

2. The State shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, 78 Stat. 241 (1964), and with the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17 (1964).

3. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

### K. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

### L. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

Attachment 1
(Dec. 1965)
to Form BOR 8-92

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The property for this park was acquired in about 10 transactions between 1930 and 1951. No additions have been made since 1951.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E.E. Allen
(Signature)

acting Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 6/24/76

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

5465

August 20, 1976

Mr. Gary D. Rossi
Attorney at Law
575 South 7th Street
Coos Bay, OR 97420

MISC. CONTRACTS and
AGREEMENTS No. 5865

Dear Mr. Rossi:

As requested in your letter of July 27 to John Hollingsworth, Parks and Recreation Branch, we are attaching a copy of an agreement with the Winchester Bay Sanitary District for sewer services within the Umpqua Lighthouse State Park.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

We are also attaching a copy of this agreement for the Winchester Bay Sanitary District's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Atts.

cc David Talbot (conf. agree. att.)
Attn: John Hollingsworhh

6405 1

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

STATE PARKS BRANCH - 525 Trade Street SE - Salem, OR 97310

May 17, 1976

AGENDA
MAY 25 1976

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Umpqua Lighthouse State Park

Due to problems with our sewage disposal system, we closed the Umpqua Lighthouse State Park campground last September.

Consultation with State Health Division and Department of Environmental Quality officials indicated that the best long-term solution was to convert both our water and sewer systems to hook into nearby municipal-regional facilities.

Negotiations to achieve this objective have been slower and more complicated than originally planned and we have decided that there is little or no chance that we will be able to open the campground this season.

This will be a disappointment to many park visitors - the 63 sites were usually enjoyed by 23,000 visitor nights annually.

We will continue our negotiations with local authorities with the hope that all improvements can be accomplished for the 1977 season.

DGT:db
cc: Loran Stewart
Bill Sweet
Robert Burco
Fred Klaboe
Cecil Head
Senator Ripper
Senator Boe
Representative Grannell
George Bell

Form 81-734-3122

FORM 81 734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 21, 1976

**FROM:** John L. Bradfield, Supervisor
Parks Office Engineering

**SUBJECT:** Umpqua Lighthouse State Park
Sanitary Sewer System Alteration
Douglas County

**TO:** L. W. Rulien
Project Management Engineer

Please place the subject project on the letting schedule for the July 29 bid opening. The estimate is $110,000. This is a B.O.R. project.

JLB:aw

cc: F. B. Klaboe
H. S. Coulter
Alfred Shirley
C. G. Swenson
Larry Jacobson

RECEIVED
STATE HWY ENG
APR 23 '76

| REFER TO | | | | | | |
|---|---|---|---|---|---|---|
| FOR | | | | | | |
| Info | Inves | R/D | D/R | Sign | Act | File |
| | | | | | | |

NOTED
F. B. KLABOE

STATE OF OREGON

INTEROFFICE MEMO

TO: The Files

DATE: December 22, 1975

FROM: John E. Hollingsworth JEH
Engineering Supervisor

SUBJECT: Umpqua Lighthouse State Park Sewage Disposal

On December 16, Harry Luckett and I attended the December meeting of the Winchester Bay Sanitary District. Members of the sewer board present were Al Shirtcliff, chairman, Dick Cameron, Claire Adams, Gordon Miller, and Lecetta Lee, secretary. Also present was Gary Rothi, attorney from Coos Bay, who was hired at this meeting to represent the sewer district.

I brought the sewer board up to date on our problems at Umpqua Lighthouse and told them that we would like to pump our sewage into their system. I told them that it was going to cost us a lot of money to build our own collection system, install a couple of pumps, and to construct approximately 2,000 feet of sewer line. The board seemed to be sympathetic to our problems and realized that we are spending a lot of money to repair our sewage system. They mentioned that they would like to go as easy on us as possible, yet they do need the money to continue to maintain their system.

The following cost items are already established by ordinance:

1. We must pay a 50% higher monthly rate than taxable users.
2. We must pay $3.00 per unit per month for trailer or tent sites.
3. We must pay $7.50 per month for each of our mobile homes.
4. Hook-up fees for the mobile home will be $450 for the first and $300 for the second.
5. Hook-up fee for the shop will be $300.

The sewer board would like to have us come up with what we think is a reasonable hook-up fee for the camps, camp buildings and the day use building. There will not be a monthly service charge for the day use building.

We were told that a private trailer park located in Winchester Bay was charged $7,000 for hook-up fee. We were also told that recently a 50 unit motel paid a $9,000 hook-up fee. We were reminded that these units were located within the sewer district.

It was pointed out that the county has been charged a $23,000 hook-up fee for each of their restroom buildings. This is a flat rate and they will not have to pay a monthly service charge.

The members of the board are very friendly and very easy to get along with. I believe that we should arrive at what we think to be an equitable hook-up fee and present this proposal at the January meeting.

JEH:kl

cc: Warren Gaskill
Larry Jacobson
Ray Leavitt
Harry Luckett
George Stankey

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

November 14, 1975

RECEIVED
STATE HWY ENGR
NOV 18 '75
REFER TO
FOR
Info | Inve | R.D. | D.R. | Sign | Act. | File

TO: State Parks and Recreation Advisory Committee

FROM: David G. Talbot
State Parks Superintendent

SUBJECT: Umpqua Lighthouse State Park

On September 4, 1975, we were notified by Umpqua Lighthouse personnel and the Department of Environmental Quality that the sewer effluent line at Umpqua Lighthouse had broken and the park crew was repairing the break. DEQ became alarmed when they learned that there was a possibility that the effluent draining from the ruptured line had contaminated Lake Marie, the source of potable water for the park. During the subsequent discussions with our park employees, DEQ and the Health Division, the decision was made to close the park on September 5.

Subsequently we learned that there had been numerous breaks in the line prior to September 4, but they were quickly repaired. The entire line was scheduled to be replaced this Fall. Health authorities immediately contacted all campers using the park during the break period. Fortunately, no illness has been tied to the breaks thus far. We requested the Oregon State Health Division to conduct a thorough investigation of the incident. This was intended to squelch the idea that there might be some sort of a coverup involved. We have not yet received the Health Division's report.

In the meantime, instead of replacing the line and enlarging the present drainfield, we are trying to negotiate agreements with and connect to the Winchester Bay sewage facility and the Reedsport water system. DEQ and the Health Division concur, however the time involved in negotiating agreements, doing the engineering, preparing the contracts and the construction of the facility will mean that the park will not be open during the Summer of 1976.

From an overall health standpoint for the entire parks system, we have taken several actions. An interim emergency procedure has been sent to all the park managers, which says in plain terms that if a sewer break occurs, close the park. An inventory of all water and sewer systems is underway and an annual inspection and evaluation report is being prepared. Inspections and evaluations will be done in conjunction with DEQ and the Health Division. A priority listing and a schedule for improvements, construction or connection to a municiple system is also being prepared. This task will be complete by July, 1976. In addition, this Winter the DEQ and Health Division will conduct training classes in the field for all park and highway maintenance employees.

This matter will be on the agenda for the November 19-21 meeting of the Committee.

db
cc: Oregon Transportation Commission
George Baldwin
Robert Burco
Janet McLennan
Bill Seibert
Fred Klaboe
Gary Sund

**OREGON STATE**
**HIGHWAY DIVISION**

STATE PARKS BRANCH - 300 State Highway Building - Salem, 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 11, 1975

Mr. Robert W. Oliver, Administrator
Oregon State Health Division
1400 SW 5th Avenue
Portland, OR 97201

NOTED
E. S. HUNTER

Dear Bob:

This is a follow up to our conversation of September 10 regarding the Umpqua Lighthouse State Park situation. As I indicated, there is some evidence that the handling of the sewer line breaks at the park were not handled properly. I think it is very important that this matter be thoroughly investigated with all facts brought completely to light.

Accordingly, I hope that your Agency will agree to undertake such an investigation as quickly as possible. The question is: Did State Parks staff take proper precautions to safeguard the health of state park visitors at Umpqua Lighthouse State Park with regard to sewer line breaks?

We will be instructing all of our people to provide you with all possible information including records, recollections, etc. to assist you in this unpleasant, but necessary job.

Very truly yours,

David G. Talbot

David G. Talbot
State Parks Superintendent

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
SEP 11 '75
REFER TO
ESH
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | ✓ |

DGT:db
cc: Governor Straub
Keith Burns
Glenn Jackson
George Baldwin
Loren Kramer
Robert Burco
Fred Klaboe
Gary Sund
Don Streun
Warren Gaskill

Form 81-734-3122

8406 Rogue River (Broadway St.) 1976
Sec. in Rogue River
(Grading & paving)

C+A 5411 11-3-75

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** **FILE:**

INTER-OFFICE CORRESPONDENCE

~~Grants Pass, Oregon~~

September 1, 1977

**FROM:** Ronald V. Busey
Ronald V. Busey
Resident Engineer

**SUBJECT:** Rogue River (Broadway St.)
Contract 8406

**TO:** Alfred Shirley Jr.
Region Engineer

Enclosed is the long awaited acceptance for subject project paving.

ROSEBURG REGION
RECEIVED
SEP - 6 1977

| | | | | |
|---|---|---|---|---|
| RE | RME | [illegible] | CE | TE |
| RUE | DES | [illegible] | FILE | |
| ENV | FAE | RBI | | |

cc: Construction

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
SEP 12 1977
File: PM FA
TAA Hillebrandt LG OP

cc: Don Harwell -
An SCA job.
project mgt.

RESOLUTION NO. 209

A RESOLUTION ACCEPTING THE PAVING OF BROADWAY STREET.

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF ROGUE RIVER, OREGON

That the paving on Broadway Street, Rogue River, Oregon done by the Oregon State Division of Highways and completed in 1976 be accepted by the City of Rogue River.

ADOPTED by the Common Council of the City of Rogue River, Oregon this 12th day of July 1977.

SUBMITTED to and approved by the Mayor of the City of Rogue River, Oregon this 12th day of July 1977.

Royal B. DeLand
Mayor

ATTEST:

Madeline Dean
Madeline Dean
City Recorder

Yeas 6

Nays 0

Absent 0

ROSEBURG REGION
RECEIVED
SEP - 6 1977

| | | | | |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RDE | DES | RSR | FILE | |
| ENV | FAE | RBI | | |

Date August 15, 1977

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8406 Prefix 315-1726 Survey Prefix 315-1429

Street Broadway Street

City Rogue River

| | |
|---|---|
| Payments to Contractor (see attached voucher) ........... | $ 18,794.51* |
| Engineering and Contingencies ........................... | $ 1,744.98 |
| Survey: Total $ 2,635.66<br>Prorated Share ................................ | |
| TOTAL .............. | $ 19,539.49 |
| Agreed State Share | $ 19,539.49 |
| Agreed City Share | - |
| City Advance Deposit | - |

Reference: Outside Billing None

*Includes $7.43 interest

orm 81-734-1068

Invoice for Service Rendered or Goods Furnished to
OREGON STATE HIGHWAY DIVISION
by
Copeland Paving, Inc.
P.O. Box 608
Grants Pass, OR 97526

ate July 27, 1977
ivoice No.
.O. No. Contract 8406

Principal:

Semifinal Est. #3 — $957.04 paid June 27, 1977
Final Est. #4 — 500.00

Interest:

June 23, 1977 thru June 27, 1977 inclusive.
$1,457.04 for 5 days at $0.4857 per day — $ 2.43
June 28, 1977 thru July 27, 1977 inclusive.
$500.00 for 30 days at $0.1667 per day — 5.00

Total Interest — $ 7.43

Richard J. Hacek
Accounting Systems Officer

OREGON STATE HIGHWAY DIVISION

## ONTRACT PAYMENT VOUCHER

11-734-1020

COUNTY

HIGHWAY

SECTION

CONTRACT NO.

ESTIMATE NO.

FEDERAL AID PROJECT NO.

PREFIX NO'S.

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS A |
|---|---|---|---|---|---|
| [illegible] | | | [illegible] | [illegible] | [illegible] |
| [illegible] | | | [illegible] | [illegible] | [illegible] |
| [illegible] | | | | [illegible] | [illegible] |
| | | | | | |
| | | | | | |

| | | | |
|---|---|---|---|
| DATE<br>07 14 77 | TOTAL CONTRACT ITEMS | [illegible] | [illegible] |
| PREVIOUS VOUCHER NO.<br>48715 | -- % RETAINED ON CONTRACT ITEMS | ----- | 500 |
| CHECKED BY:<br>PGO:cb | FORCE ACCOUNT | [illegible] | |
| ENGINEER OR AUDITOR | TOTAL PAYMENTS | 18,287.08 | 17.7 |

AY DIVISION

**T VOUCHER**

| | | | |
|---|---|---|---|
| COUNTY | CONTRACT NO. | ESTIMATE NO. | PREFIX NO'S. |
| HIGHWAY | FEDERAL AID PROJECT NO. | | |
| SECTION | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | TOTAL CONTRACT ITEMS | | | | | |
| | -- % RETAINED ON CONTRACT ITEMS | | | ----- | 500.00 | 500.00 |
| | FORCE ACCOUNT | | | | | |
| | TOTAL PAYMENTS | | | 18,287.08 | 17.787.08 | 500.00 |

JUNE 1977 PAGE 395

AL TO DATE JOB COST SUMMARY

| CRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|
| | 313 | 1483 | 920 | 00 | | | 36.18 |
| 8/1/77 | 313 | 1483 | 921 | 00 | | | 548.72 |
| | 313 | 1483 | 923 | 00 | | | 11.21 |
| | | | ** JOB TOTALS ** | | ** | ** | 1,757.26 |
| | 313 | 1484 | 901 | 00 | | | 24.15 |
| | 313 | 1484 | 905 | 00 | | | 16.40 |
| | 313 | 1484 | 920 | 00 | | | 16.40 |
| | 313 | 1484 | 921 | 00 | | | 405.93 |
| | | | ** JOB TOTALS ** | | ** | ** | 462.88 |
| ROGUE RIVER(BROADWAY ST) | 315 | 1429 | 901 | 00 | | | 2,104.59 |
| | 315 | 1429 | 905 | 00 | | 3.10 | 202.5[illegible] |
| | 315 | 1429 | 910 | 00 | | | 31.6[illegible] |
| | 315 | 1429 | 911 | 00 | .06 | .60 | 1.68 |
| | 315 | 1429 | 914 | 00 | .42CR | 90.73 | 92.89 |
| | 315 | 1429 | 920 | 00 | .98 | 21.42 | 21.42 |
| | 315 | 1429 | 921 | 00 | 1.46 | 73.27 | 180.91 |
| | | | ** JOB TOTALS ** | | 2.02 ** | 194.12 ** | 2,635.66 |
| 1ST AVE & CHOCKTOOT (CHILOQUI | 318 | 1425 | 901 | 00 | 13.87CR | 2,342.99 | 2,342.99 |
| | 318 | 1425 | 905 | 00 | 1,424.75 | 2,201.84 | 2,201.84 |
| | 318 | 1425 | 910 | 00 | 2.55CR | 571.34 | 571.34 |
| | 318 | 1425 | 921 | 00 | 166.64 | 166.64 | 166.64 |
| | 318 | 1425 | 924 | 00 | | 25.24 | 25.2[illegible] |
| | | | ** JOB TOTALS ** | | 1,574.97 ** | 5,308.05 ** | 5,308.05 |
| | 320 | 1485 | 901 | 00 | .56 | 28.81 | 2,224.49 |
| | 320 | 1485 | 905 | 00 | 1.56 | 17.56 | 1,299.87 |
| | 320 | 1485 | 910 | 00 | | | 83.00 |
| | 320 | 1485 | 920 | 00 | | | 10.00 |
| | 320 | 1485 | 920 | 00 & | | | 6.70 |
| | 320 | 1485 | 921 | 00 | | 10.00CR | 168.62 |
| | | | ** JOB TOTALS ** | | 2.12 ** | 36.37 ** | 3,792.67 |
| | 320 | 1486 | 901 | 00 | | | 1,351.25 |
| | 320 | 1486 | 905 | 00 | | | 644.60 |
| | 320 | 1486 | 914 | 00 | | | 89.31 |
| | 320 | 1486 | 920 | 00 | | | 14.26 |
| | 320 | 1486 | 921 | 00 | | 10.00CR | 164.76 |
| | | | ** JOB TOTALS ** | | ** | 10.00CR** | 2,264.18 |
| | 323 | 1455 | 901 | 00 | | | 1,908.99 |
| | 323 | 1455 | 905 | 00 | | | 383.97 |
| | 323 | 1455 | 914 | 00 | | | .48 |
| | 323 | 1455 | 920 | 00 | 2.44 | 27.44 | 44.84 |
| | 323 | 1455 | 921 | 00 | | 58.00 | 180.64 |
| | 323 | 1455 | 923 | 00 | | 51.24 | 51.24 |
| | | | ** JOB TOTALS ** | | 2.44 ** | 136.68 ** | 2,570.16 |

TO DATE JOB COST SUMMARY JUNE 1977

| :PTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE |
|---|---|---|---|---|---|---|---|---|
| | 314 | 1704 | 900 | 00 | | | | .10CR |
| 8/1/77 | 314 | -1704 | 915 | 00 | | | | 184.19 |
| | | | ** JOB TOTALS ** | | | ** | ** | 16,183.79 |
| ASCADE LOCKS HY TO FOREST LN | 314 | 1705 | 240 | 00 | | | 12,500.00 | 12,500.00 |
| | | | ** JOB TOTALS ** | | | ** | 12,500.00 ** | 12,500.00 |
| GUE RIVER (BROADWAY ST) | 315 | 1726 | 201 | 00 | | 506.38 | 18,287.03 | 18,287.03 |
| | 315 | 1726 | 204 | 00 | | 370.66 | 500.00CR | 500.00C |
| | 315 | 1726 | 900 | 00 | | [illegible]71.66 | 1,744.93 | 1,744.98 |
| | | | ** JOB TOTALS ** | | | 1,[illegible]28.70 ** | 19,532.06 ** | 19,532.06 |
| PINF T CENTE | 315 | 1727 | 900 | 00 | | .23CR | 12,633.11 | 12,633.11 |
| | | | ** JOB TOTALS ** | | | .23CR** | 12,633.11 ** | 12,633.11 |
| | 316 | 1712 | 287 | 00 | | | 11,000.00 | 25,000.00 |
| | 316 | 1712 | 900 | 00 | | | | .03C |
| | | | ** JOB TOTALS ** | | | ** | 11,000.00 ** | 24,999.97 |
| | 320 | 1726 | 201 | 00 | | | | 11,235.81 |
| | 320 | 1726 | 206 | 00 | | | | 6.45 |
| | 320 | 1726 | 900 | 00 | | | | 1,[illegible] 81 |
| | | | ** JOB TOTALS ** | | | ** | ** | 12,463.07 |
| | 320 | 1727 | 201 | 00 | | | 12,9[illegible] 83 | 12,955.83 |
| | 320 | 1727 | 206 | 00 | | | 2.22 | 2.22 |
| | 320 | 1727 | 900 | 00 | | 10.66 | 1,603.66 | 1,699.38 |
| | | | ** JOB TOTALS ** | | | 10.66 ** | 14,565.71 ** | 14,657.43 |
| | 320 | 1728 | 201 | 00 | | | 10,014.08 | 10,014.08 |
| | 320 | 1728 | 206 | 00 | | | 5.83 | 5.83 |
| | 320 | 1728 | 900 | 00 | | 3.88CR | 1,067.85 | 1,143.78 |
| | | | ** JOB TOTALS ** | | | 3.88CR** | 11,087.76 ** | 11,163.69 |
| | 322 | 1724 | 201 | 00 | | | | 11,137.98 |
| | 322 | 1724 | 206 | 00 | | | | 2.63 |
| | 322 | 1724 | 900 | 00 | | | | 978.00 |
| | | | ** JOB TOTALS ** | | | ** | ** | 12,118.61 |
| | 322 | 1725 | 900 | 00 | | | | 25,000.00 |
| | | | ** JOB TOTALS ** | | | ** | ** | 25,000.00 |
| | 324 | 1726 | 201 | 00 | | | | 2,881.16 |
| | 324 | 1726 | 201 | 00 | P | | | 22,268.41 |
| | 324 | 1726 | 206 | 00 | R | | | 15.82 |
| | 324 | 1726 | 295 | 00 | | | | 2,309.79 |
| | 324 | 1726 | 296 | 00 | | | | 2,309.79CR |
| | 324 | 1726 | 900 | 00 | | | | 1,874.95 |

FISCAL YEAR

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

# DISBURSEMENT VOUCHER

1428

WARRANT NUMBER 02702

| | VOUCHER DATE | TOTAL AMOUNT |
|---|---|---|
| Copeland Paving, Inc.<br>P. O. Box 608<br>Grants Pass, OR 97526 | 7/25/77 | $ 507.43 |

| | | | |
|---|---|---|---|
| 8406 4F | to 9-26-76 | Principal | $ 500.00 |
| | | Interest | 7.43 |

cb

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

84-1

8

July 19, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 14, 1977, we wrote to you concerning release of final payment on Contract No. 8406 awarded to Copeland Paving, Inc. for work on Broadway Street in the City of Rogue River, Jackson County.

Final payment on this contract is $500 and the total contract amount is $18,287.08 including $873.97 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

Gillespie-Stanger-Jacobson
House of Insurance
243 S.W. "J" Street
Grants Pass, OR 97526

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8406 1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ROGUE RIVER (Broadway St.)

WEEK ENDING: October 2, 1976

SECTION PREFIX: 315-1726

HIGHWAY: City Street

COUNTY: Jackson

NAME OF JOB: Rogue River (Broadway Street)

KIND OF WORK: Grading and Paving

CONTRACTOR: Copeland Paving, Inc.

CONTRACT NUMBER: 8406

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 6, 1976

DATE WORK STARTED: September 15, 1976

ESTIMATED COMPLETION DATE: September 29, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 30

CALENDAR DAYS USED 30

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 18,662.58

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94

EXCLUSIVE OF ENGINEERING: $ 17,032.66

ENGINEERING AUTHORIZATION: $ 1,629.92

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,032.66

ENGINEERING COST TO DATE: $ 1,250.00

DATE PROJECT WAS COMPLETED: Sept 29, 1976 Contract Work

ESTIMATED PERCENT: OVERRUN / UNDERRUN 5 %

PERCENT OF AUTHORIZATION 77 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD |  |  |
|---|---|---|---|---|---|---|---|
|  | P.#1 100% | 100 | 100 | 100 |  |  |  |

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.2 | 0.2 |  |  | 0.2 |
| MILES PARTIALLY COMPLETED |  |  |  |  |  |
| MILES COMPLETED | 0.2 | 0.2 |  |  | 0.2 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | Lump Sum | 2480 Sq. Yd |  |  | 1820 Sq. Yd. |
| TOTAL QUANTITIES CORRECTED TO DATE | " | " |  |  | " |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | All | 2480 " |  |  | 1820 " |
| AVERAGE DAILY QUANTITIES |  |  |  |  |  |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME |  |  |  |  |  |
| NUMBER OF SHIFTS PER DAY |  |  |  |  |  |
| HOURS PER SHIFT |  |  |  |  |  |

EQUIPMENT USED DURING THE WEEK:

Truck - Roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. |  |  |  |  |  |  |  |  |
| PERCENT |  |  |  |  |  |  |  |  |

|  | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Fair & Warm | 1 |  |  |
| MONDAY | Fair & Warm | 1 |  |  |
| TUESDAY | Partly Cloudy | 1 |  |  |
| WEDNESDAY | Fair & Warm | 1 |  |  |
| THURSDAY | Fair & Warm | 0 |  |  |
| FRIDAY | Fair & Warm | 0 |  |  |
| SATURDAY |  | 0 |  |  |

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 4 1976
CONSTRUCTION SECTION

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY<br>Sept 26 | |
| MONDAY<br>Sept 27 | |
| TUESDAY<br>Sept 28 | |
| WEDNESDAY<br>Sept 29 | Contractor complete the patch on the pipe under Third street thus completing all contract work. |
| THURSDAY<br>Sept 30 | |
| FRIDAY<br>Oct 1 | J. X. Wilson, Region Const'n Engr, W. E. Bannon, Rogue River Director of public works and myself inspected the project for acceptance.<br>A small area of pavement had settled and will have to be repaved before acceptance. This area did not indicate a serious problem when under construction. This will be a extra work item. |
| SATURDAY<br>Oct 2 | |

## REMARKS

The project completed and inspected this week. A portion of the pavement has settled. This will be repaired on a extra work basis or price agreement. It is not deemed to have been the fault of the contractor so will not effect the contract time.

SIGNED Ronald V. Busey
Ronald V. Busey
LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

## ROGUE RIVER (BROADWAY ST.) SECTION

## CITY STREET

## JACKSON COUNTY

State
0.12 Mile Grading and Paving

Bids Received July 29, 1976

| | | | | | | |
|---|---|---|---|---|---|---|
| 1. | General Excavation | Lump Sum | All | Lump Sum | $ 7,000.00 | 3,102.00 |
| 2. | Aggregate Base, 8 inches thick | Sq.Yd. | 2,480 | 2.43 2.40 | 5,952.00 | 6,026.40 |
| 3. | Class "C" Asphalt Concrete, 3 inches thick | Sq.Yd. | 1,820 | 3.94 3.80 | 6,916.00 | 7,170.80 |
| | | For Comparison of Bids | | | $19,868.00 | 16,299.20 |

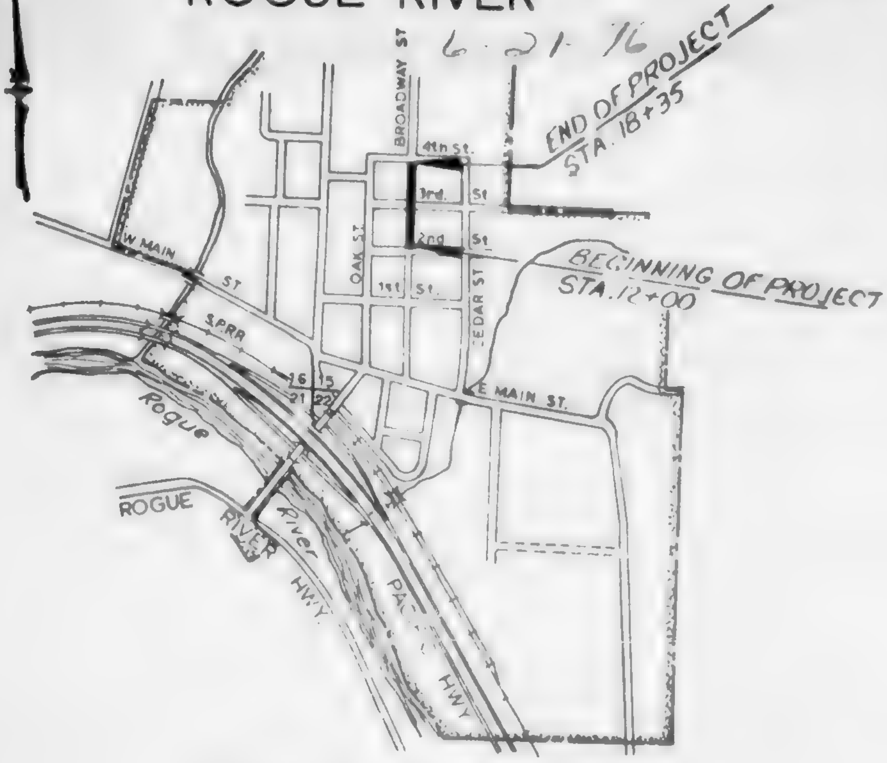
### ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | $19,868.00 | 16,299.20 |
| | $19,868.00 | |
| Contingencies (4-1/2%) | 894.06 | 733.46 |
| Engineering (10%) | 1,986.80 | 1,629.92 |
| Estimated Net Authorization, Constr. | $22,748.86 | [illegible] |

No R/W Map

## ROGUE RIVER

6-21-76


END OF PROJECT
STA. 18+35
BEGINNING OF PROJECT
STA. 12+00
BROADWAY ST
4th St.
3rd St
2nd St
1st St.
OAK ST
CEDAR ST
W MAIN
ST
E MAIN ST.
S.P.R.R.
16 15
21 22
Rogue
River
ROGUE RIVER HWY.
PACIFIC HWY.

Sketch Map

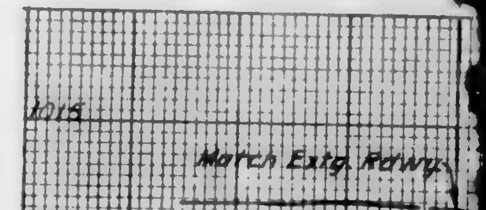
Scale 400 0 400 800 Feet

PRELIMINARY COPY
JUN 15 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

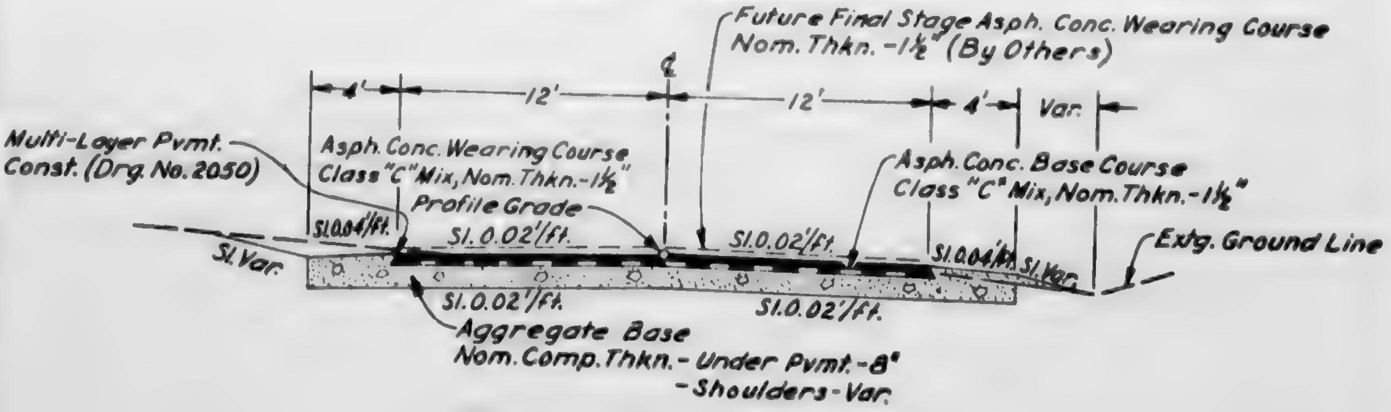
BROADWAY ST.
M.H.
W.V.
11+84.96
2nd St.

PRELIMINARY COPY
SUBJECT TO CHANGE

**APPROVED**
**CITY OF** Rogue River Ore
**BY MAYOR**
**BY RECORDER** Madeline Dean
**DATE** 6/21/76


1015
1010
1005
1000
Match Extg. Rdwy.
BEGINNING OF PROJECT

## TYPICAL SECTION


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. -1½" (By Others)
4'
12'
℄
12'
4'
Var.
Multi-Layer Pvmt.
Const. (Drg. No. 2050)
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. -1½"
Profile Grade
Asph. Conc. Base Course
Class "C" Mix, Nom. Thkn. -1½"
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. Var.
Sl. Var.
Extg. Ground Line
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Aggregate Base
Nom. Comp. Thkn. - Under Pvmt. -8"
- Shoulders - Var.

STA. 12+00 To STA. 18+35

Cole-Matheny~Casselman

RELIMINARY COPY
JUN 1 5 1976
UBJECT TO CHANGE
FINAL DESIGN UNIT

OREGON ST
ROGUE RIVER
JA

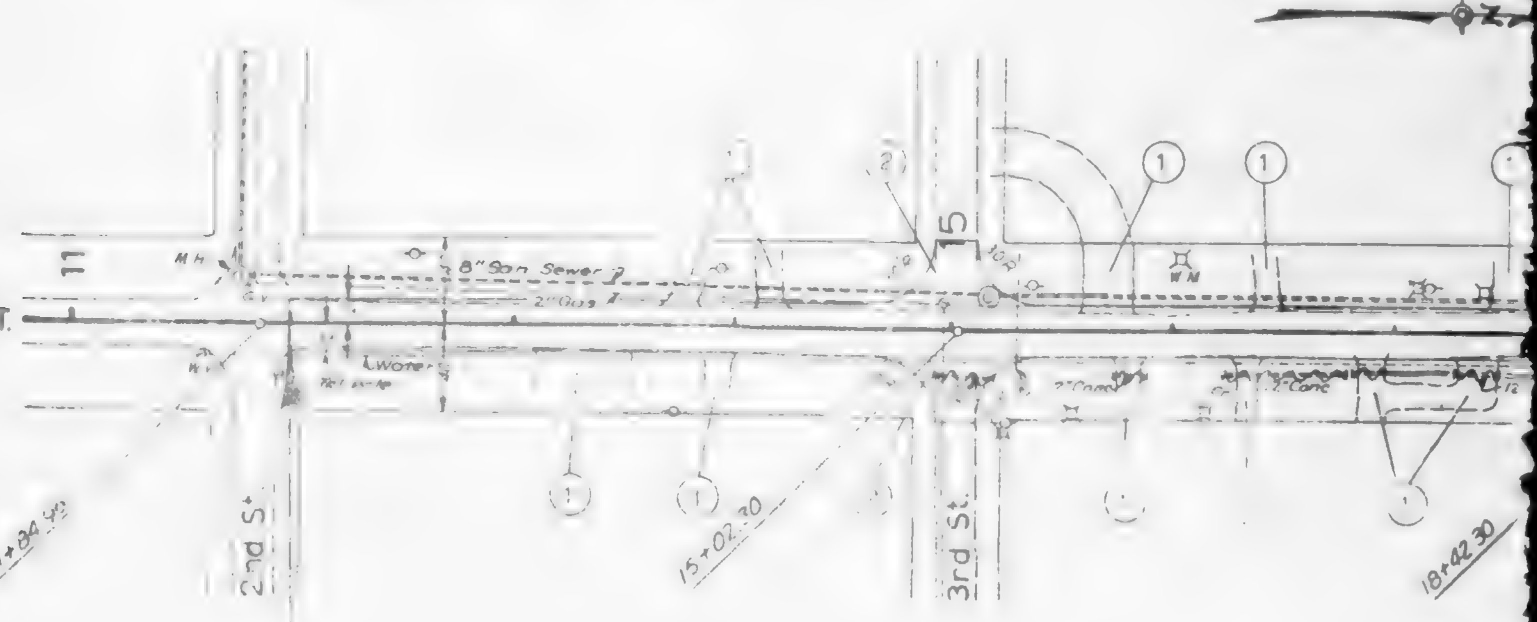
| FED. ROAD Div. No. | STA |
|---|---|
| 10 | ORE |

# Sec. 15, T.36S., R.4W., W.M.

*Overall Length Of Project 0.12 Miles*

① *Reshape Approaches As Directed-12 (Total)*

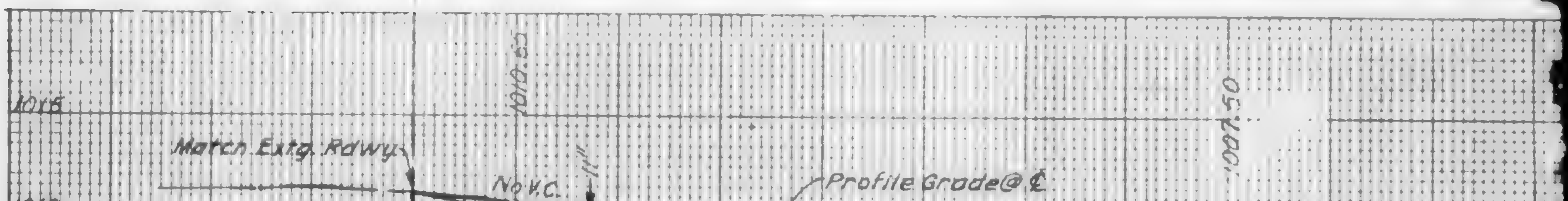
② *Const. Street Connections-3 (Total)*



Z
11
15
BROADWAY ST.
M.H.
8" San Sewer
2" Gas
Water
2nd St.
3rd St.
W.M.
2" Conc.
11+84.99
15+02.30
18+42.30
①
②

*Approach Culvert Lines Shown Thus:*

NOTE:
*Utilities To Be Adjusted By Other*



ARY COPY
CHANGE

Wearing Course

Course
Thkn.-1½"

Extg. Ground Line

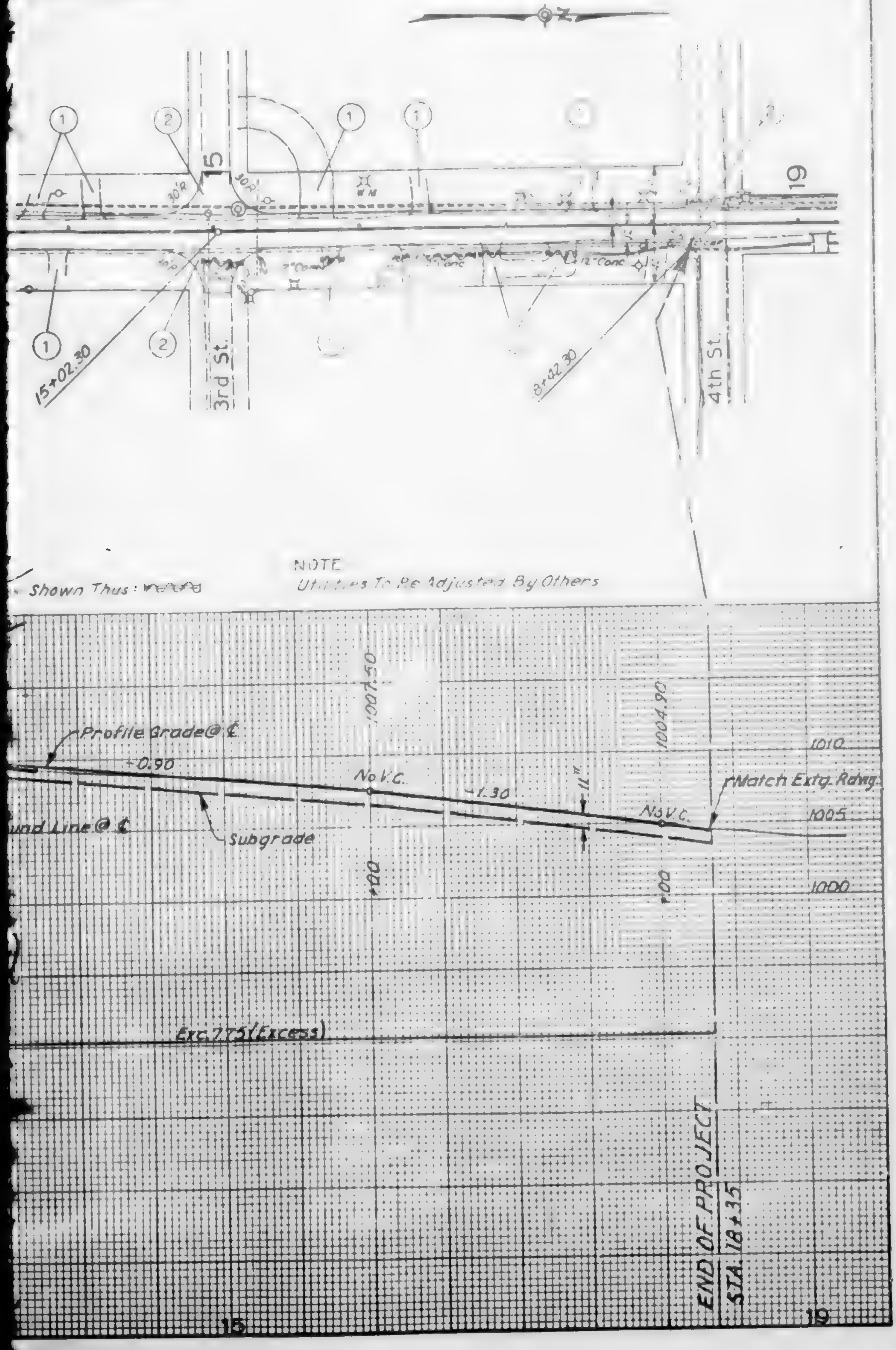
6S., R.4W., W.M.

*Overall Length Of Project 0.12 Miles*

| | | | | |
|---|---|---|---|---|
| OREGON STATE HIGHWAY DIVISION<br>ROGUE RIVER (BROADWAY ST.) SEC.<br>CITY STREET<br>JACKSON COUNTY | | | | SHEET No.<br>1 |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | STATE | | 1 |

*es As Directed-12 (Total)*

*ections-3 (Total)*


N
1
2
1
1
2
15
30'R
30'R
W.M.
19
12" Conc.
1
2
3rd St.
15+02.30
18+42.30
4th St.
Shown Thus:
NOTE
Utilities To Be Adjusted By Others
1007.50
1004.90
Profile Grade @ ℄
-0.90
No V.C.
-1.30
11"
No V.C.
Match Extg. Rdwy.
ound Line @ ℄
Subgrade
1010
1005
1000
+.00
+.00
Exc. 775 (Excess)
END OF PROJECT
STA. 18+35
15
19

REFERRED TO

1

2 T.E. 3 RW

**ROGUE RIVER (BROADWAY STREET)**

**City Street**

**Jackson County**

**Contract 8406**

NARRATIVE REPORT Ron Busey, Resident Engineer

SCOPE OF PROJECT:

The project consisted of two city blocks (6[illegible] feet) of grading, base aggregates, and paving.

CONTRACT:

The prime contractor was Copeland Paving Incorporated. There were no subcontracts.

GENERAL NARRATIVE:

The contract was awarded on August 6, 1976. I met with a contractor's representative on September 7, and he submitted a schedule which called for the work to begin on Monday, September 13, 1976 and they planned to complete the work that week. They advised they would notify all utilities and the city of Rogue River.

Copeland met with utilities on September 13, but actual work did not begin until the next day. They completed most of the excavation on September 14, 1976 .

Heavy rains on September 15, caused the contractor to halt operations and wait for better weather. He placed enough aggregates to allow residents to get to their homes.

The contractor returned on September 20, and placed the base aggregates. A soft area developed between stations 12+00 and 13+00. The contractor removed the soft material and placed clean aggregates in the area. I observed the area while loaded trucks worked and only a very minimal deflection was visible.

The contractor paved the project on September 21, 1976. They did generally a good job and no problems were encountered in the soft area.

Price Agreement number one was written for some drainage work between 15+00 and 18+30 right. This work was completed on September 23, 1976.

A final inspection was held on October 1, 1976. J. X. Wilson, region construction engineer, Bill Bannon, City of Rogue River, and I did the inspection.

A section of the pavement between 12+00 and 13+00 had settled quite a bit. J. X. Wilson felt the contractor had made a reasonable extra effort in that area and so he said we would bring it back to grade on a extra work basis.

Also they wanted the driveway pipes widened a little bit. We also wrote a extra work order to do this. The contractor did the work on November 16, 1976.

Because of the late season and bad weather the contractor requested he be allowed to delay the paving on Extra work order number two until next Spring. We agreed to this.

On April 15, 1977 the contractor did the paving on Extra work order number two, thus completing the project.

## SPECIFIC PROBLEMS AND RECOMMENDATIONS:

### PRICE AGREEMENT # 1

The inspector noted that we were creating a potential drainage problem between stations 15+00 and 18+30 right. The plans called elimination of all ditches and driveway culverts and providing a shallow ditch that residents can drive across to their driveways. This worked very well except in the area mentioned. In this area the properties are lower than the street and thus any run-off that exceeds the capacity of the ditch would flood their property. Several of the residents protested the removal of the existing deep ditch and culverts.

I agreed that this could be a problem and obtained approval on a price agreement to construct a ditch and install driveway culverts in this area. This work was completed on September 23, 1976.

The Mayor was not too happy with the ditch but gave in because of the wants of the property owners.

## REMARKS:

The payment of the earthwork as a lump sum and base rock and paving on a square yard enabled me to keep the engineering costs within reasonable limits of the designated amount. This is in spite of delays due to some extra work.

The cooperative attitude also helped in keeping costs at a minimum.

## STATEMENT OF OVERRUNS AND UNDERRUNS

ROGUE RIVER (BROADWAY STREET)
City Street
Contract 8406 Prefix 315-1726

| ITEM | CONTRACT | FINAL | PERCENT + or - |
|---|---|---|---|
| Contract Bid Items | $ 16,299.30 | 16,688.11 | + 2.4 |
| Anticipated Items | 0.00 | 0.00 | |
| Contingincies | 733.36 | 0.00 | -100.0 |
| Price Agreements | 0.00 | 725.00 | +100.0 |
| Extra Work Orders (Unanticipated) | 0.00 | 925.79 | |
| State Force Orders (Unanticipated) | 0.00 | 0.00 | |
| Engineering | 1,629.92 | 1,629.92 | 0.0 |
| TOTAL CONTRACT COSTS | $ 18,662.58 | 19,968.82 | + 7.0 |

| NUMBER | I T E M | UNIT | CONTRACT QUANTITY | Final QUANTITY | PERCENT + or - |
|---|---|---|---|---|---|
| 1 | General Excavation | Lump Sum | 100% | 100% | - 2.4 |
| 2 | Aggregate Base 8" Thick | Sq. Yd. | 2,480.00 | 2,421.61 | + 7.4 |
| 3 | Class "C" A.C. 3" Thick Used as required | Sq. Yd. | 1,820.00 | 1,954.72 | |
| | PRICE AGREEMENT | | | | |
| PA 1 | Install 12" Culvert | Lump Sum | | 100% | |
| | EXTRA WORK ORDERS | | | | |
| 1 | Widen Driveway | $ | | 287.59 | |
| 2 | Overlay 110 feet Pavement | $ | | 638.20 | |

Section Rogue River (Broadway St) 6-17-77 Programming Estimate $

Highway City Street Project Length 0.12 mi

County Jackson Completion Time 30 cal wk days

Kind of Work Grading [illegible] Oct 1, 1976

Prefix 315-1420 FA Project No. [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 19,868

Anticipated Additional Items:

Royalty Payment

Building Permit Fees

Slide Correction

Railroad Protective Costs

Other Railroad Costs

Permanent Signing

Permanent Pavement Striping

Stage Construction Striping

Temporary Erosion Control

Install Truck Scale Mechanism

Truck Scale House

Install Temporary Traffic Signals

Install Water Meter

Furnish Water

Laboratory Fees

Furnish Mail Box Posts

Pipe Bedding Materials

On the Job Trainees

State Responsibility for Damages

Signal Controller Testing

Bikeway Signs

Adjust Utilities

Misc. Permit Fees

$

$ 19,868

Contingencies (4-1/2%) 894.06

Engineering ( 10 %) 1986.80

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 22,748.86

1

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 6-16-76

Section Rogue River (Broadway St)

County Jackson

Kind Of Work Grading And Paving

Length 135 L.F.

Name Galloway

| No | ITEM | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | General Excavation | | Lump Sum | All | | 7,000 |
| | Aggregate Base, 8 inches Thick | | Sq. Yd. | 2480 | $2^{40}$ | 5,952 |
| | Class "C" Asphalt Concrete, 3 inches Thick | | Sq. Yd. | 1820 | $3^{80}$ | 6,916 |
| | | | | | | 19,868 |

SCA
'76

June 16, 1976

Madeline Dean
City Recorder
City of Rogue River
Rogue River, OR 97537

Dear Ms Dean:

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project on Broadway Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 32-foot wide street, as shown on these preliminary plans, is currently estimated to cost $23,200. The State's share would be $23,210.

Recommended changes you suggest should reach this office by June 25, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

FFH:dp
Encl.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

[illegible]
Broadway Street, 3rd to 4th streets,
Rogue River, Oregon
Jackson County

[illegible]
[illegible]

**History:** This is [illegible] a sum of 25,000.00 [illegible] city streets [illegible]. In accordance with the law [illegible] the [illegible] for improvement [illegible] improvements.

[illegible] city [illegible] street is [illegible] Broadway [illegible] streets. The street [illegible] to the [illegible] 1975. [illegible] city [illegible] for this project [illegible], 1975.

**Project Limits:** The project will [illegible] Broadway and terminate [illegible], a distance of [illegible] feet.

**Typical Section:** The typical section [illegible] construction.

1½" [illegible]
3" [illegible]
" [illegible] base course

[illegible]. The [illegible] with four-foot [illegible]. [illegible] be [illegible].

**Horizontal Alignment:** The [illegible] will [illegible] right of way. [illegible] survey [illegible] Rogue River. [illegible] 5/8-inch iron pin [illegible] Broadway and a 3/4-inch bolt [illegible]. [illegible] projected this [illegible] Broadway.

It was discovered that [illegible] changed by a city ordinance No. 115 [illegible]. [illegible] fourth was third street, [illegible], and what is now second street [illegible] street.

**Vertical Alignment:** The existing grade [illegible] minor revisions to smooth out roughness.

**Materials:** On the total project there will be [illegible] cubic yards of excavation, all of [illegible] material to be disposed of by the contractor.

The project will require [illegible] tons of [illegible] aggregate and 300 tons of Class "B" or Class "C" asphaltic concrete.

[illegible] spaces in the area.

Right of Way: No additional right-of-way is required. [illegible] is now [illegible] 60 feet of right-of-way. [illegible] 22-foot section.

Drainage: [illegible] which [illegible] culvert under the [illegible] approximately 350 feet [illegible] culvert under road-way which [illegible] in a ditch which [illegible].

[illegible] will be carried [illegible] of the [illegible] the drainage. [illegible] to the south. [illegible] parking [illegible] the street.

Traffic: I have [illegible] city [illegible] say that the street can be closed to traffic during construction. The [illegible]. The City [illegible] these. [illegible].

[illegible] they will [illegible] Cedar [illegible] street. The Northeast corner of [illegible] street is vacant [illegible] feel they can get [illegible] through.

Utilities: There are four underground utility facilities within the confines of the project. These are gas, water, telephone and sanitary sewer. [illegible], we do not anticipate any conflicts. Should any conflicts occur, it is the City's obligation to [illegible] adjustments.

Specifications: Temporary signs. Shall conform to section [illegible] of the Standard Specifications.
General Excavation. Shall conform to section 203 of the Standard Specifications supplemented [illegible] as follows:

Disposal of Material. [illegible], all excavated material shall become the property of the contractor to be disposed of in a manner not unsatisfactory to the Engineer.

Watering. Water shall be furnished and placed in conformance with section [illegible] of the Standard Specifications.

Aggregate Base. Shall be furnished and placed in conformance with section 304 of the Standard Specifications.

Class "B" or "C" Asphaltic Concrete shall be constructed in conformance with section [illegible] of the Standard Specifications.

Asphalt in Tack Coat. Shall conform to section 407 of the Standard Specifications.

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Broadway St. (Rogue River) UNIT OR PART 2nd to 4th streets SHEET 1 OF 1

HIGHWAY City Street PREFIX 315-1429-901 COUNTY Jackson

| ITEM NO. | SPEC NO. | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | 111 | Temporary Signs | sq.ft. | 45 | 6.00 | 270.00 |
| 2 | 203 | General Excavation | C.Y. | 675 | 5.00 | 3,375.00 |
| 3 | 233 | Watering | M-gal | 20 | 15.00 | 300.00 |
| 4 | 304 | Aggregate Base Material | Ton | 1,415 | 6.50 | 9,197.50 |
| 5 | 403 | Class "B" or "C" Asph. Concrete | Ton | 300 | 20.00 | 6,000.00 |
| 6 | 407 | Asphalt in Tack Coat | Ton | 0.45 | 150.00 | 67.50 |
| | | | | Total Contract Items | | $19,210.00 |
| | | | | | | |
| | | Engineering and Contingencies | | | | [illegible] |
| | | | | | | |
| | | | | Total Project Cost | | [illegible] |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
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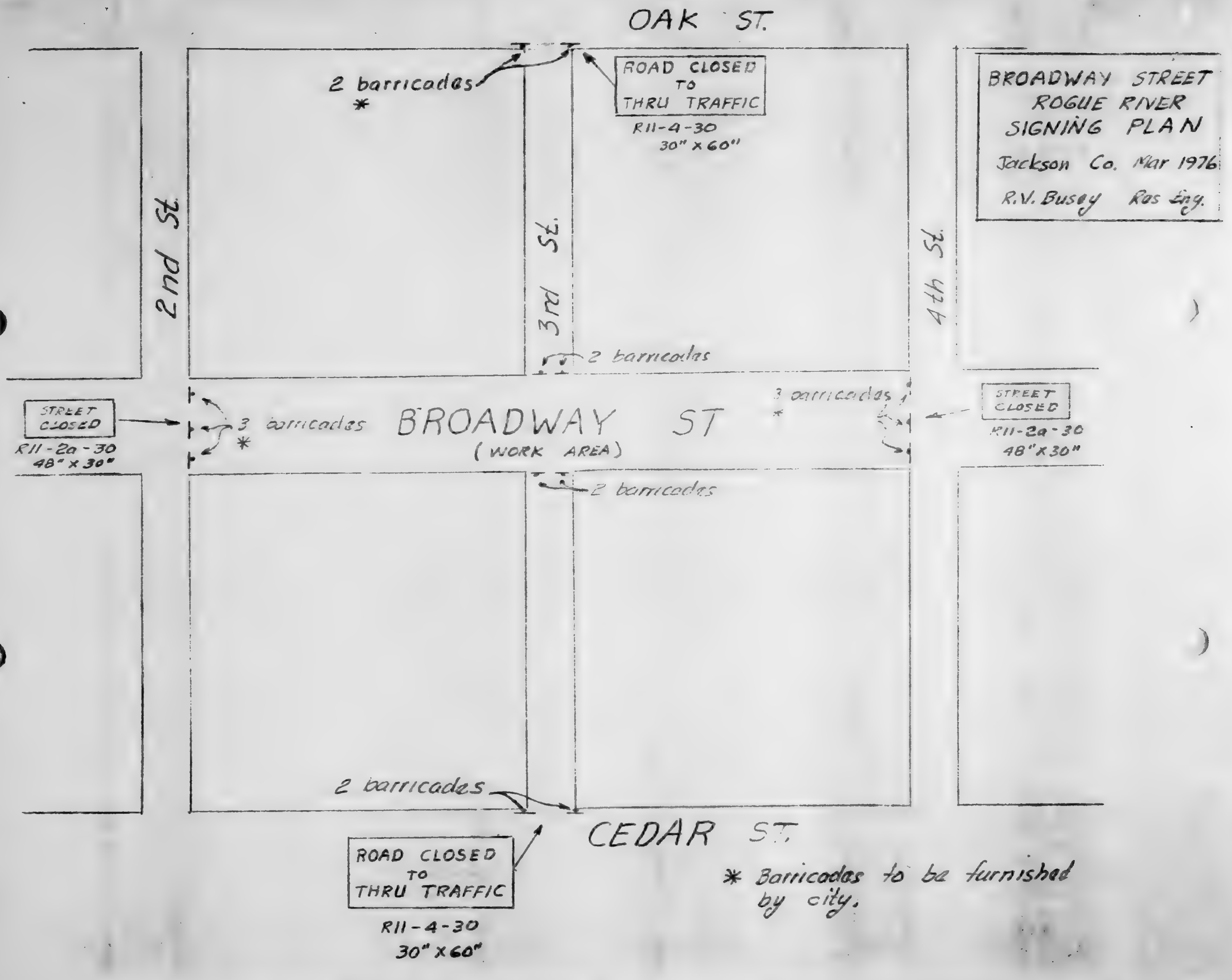

BROADWAY STREET
ROGUE RIVER
SIGNING PLAN
Jackson Co. Mar 1976
R.V. Busey Res Eng.

OAK ST.
2 barricades *
ROAD CLOSED TO THRU TRAFFIC
R11-4-30
30" x 60"
2nd St.
3rd St.
4th St.
2 barricades
STREET CLOSED
R11-2a-30
48" x 30"
3 barricades *
BROADWAY ST
(WORK AREA)
3 barricades *
STREET CLOSED
R11-2a-30
48" x 30"
2 barricades
2 barricades
CEDAR ST.
ROAD CLOSED TO THRU TRAFFIC
R11-4-30
30" x 60"

* Barricades to be furnished by city.

**Submit 2 Copies With Estimate**

**Prefix** 315-1429-901 **Highway** City street **Section** Broadway st.-Rogue River

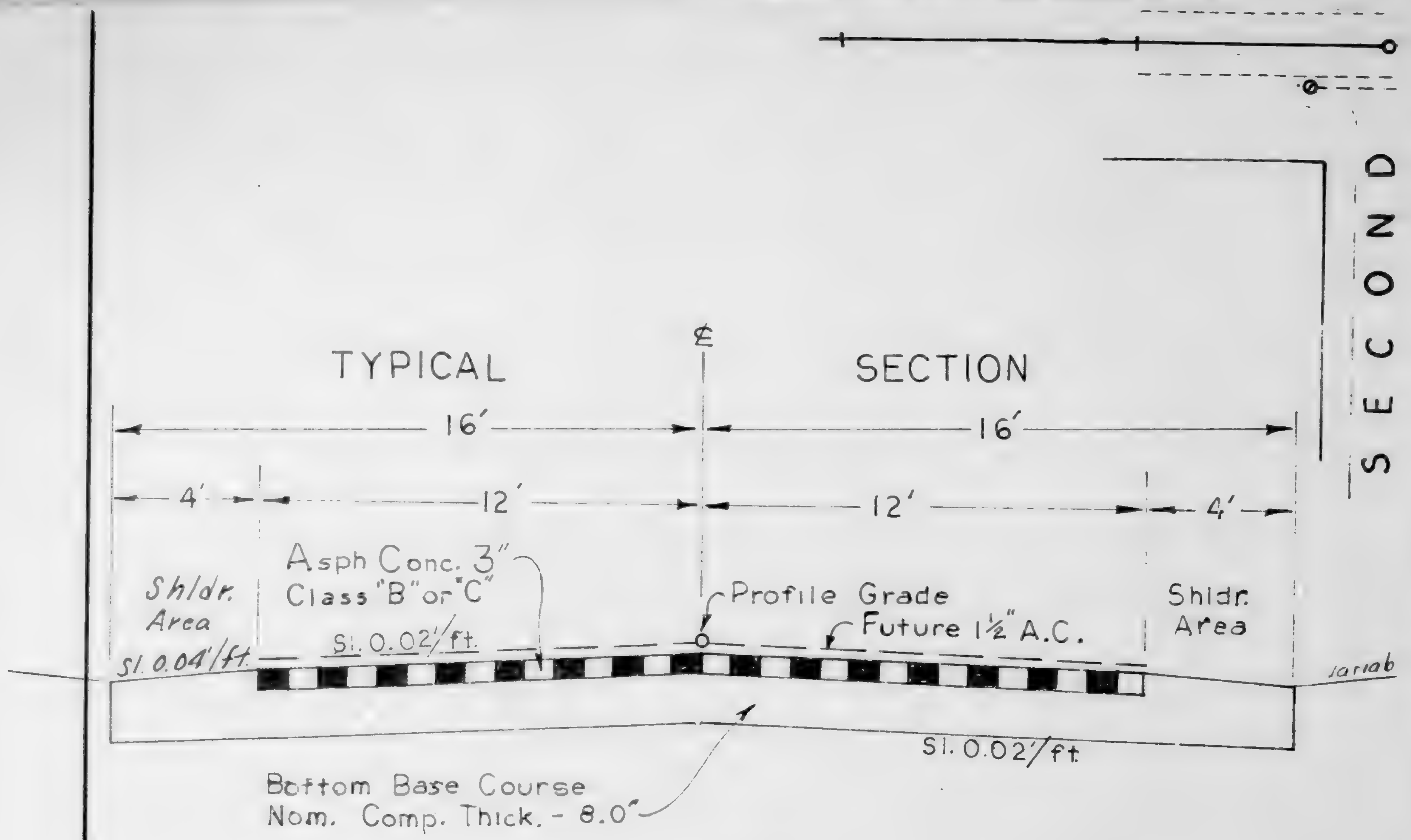
**Highway Class** ........ **Date** March 22, 1976

| Yes | No | N/A* | |
|---|---|---|---|
| | | | 1. Are the following being submitted? |
| ☒ | ☐ | ☐ | a. Detail Map (Hard Copy). |
| ☐ | ☐ | ☒ | b. Small Scale Ownership Map. |
| ☐ | ☐ | ☒ | c. Abandonment Map. |
| ☐ | ☐ | ☒ | d. Vicinity Maps (PUC and Structures). |
| ☐ | ☐ | ☒ | e. RR Encroachment Maps and Cross Sections. |
| ☐ | ☐ | ☒ | f. Interchange Layout Sheets. |
| ☒ | ☐ | ☐ | g. Location Profile. |
| ☒ | ☐ | ☐ | h. Located Line Cross Sections. |
| ☐ | ☐ | ☒ | i. Mass Diagram. |
| ☒ | ☐ | ☐ | j. Earthwork and Other Calculations to Support Estimate. |
| ☒ | ☐ | ☐ | k. Field Notes. |
| ☐ | ☐ | ☒ | l. Coordinate Sheets. |
| ☐ | ☐ | ☒ | m. Clearing and Grubbing Chart. |
| ☐ | ☐ | ☒ | n. Report on Bench Mark Recoveries (Form E-369) |
| ☐ | ☐ | ☒ | (1) Description of Bench Mark (Form E-185). |
| ☐ | ☐ | ☒ | (2) Report on Condition of Bench Mark (Form E-186). |
| ☐ | ☐ | ☒ | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| ☐ | ☐ | ☒ | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| ☐ | ☐ | ☒ | q. Property Appraisal and justifications for alternate facilities. |
| ☐ | ☒ | ☐ | r. Preliminary Soils and Material Report. |
| ☐ | ☐ | ☒ | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| ☐ | ☐ | ☒ | t - Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| ☐ | ☒ | ☐ | u. Estimate for Movement of Utilities. |
| ☒ | ☐ | ☐ | v. Quantity Summary. |
| ☒ | ☐ | ☐ | w. Cost Estimate. |
| ☒ | ☐ | ☐ | x. Narrative Report of Survey. |
| ☐ | ☐ | ☒ | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| ☐ | ☐ | ☒ | 3. Have all required temporary easements been designated as to area, type and duration? |
| ☐ | ☐ | ☒ | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| ☐ | ☒ | ☐ | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| ☐ | ☐ | ☒ | 6. Have you investigated drift conditions (snow and sand)? |
| ☐ | ☒ | ☐ | 7. Are there slide conditions apparent? |
| ☐ | ☒ | ☐ | 8. Have you been over this project with a Soils representative? |
| ☐ | ☒ | ☐ | 9. Have you been over this project with a R/W representative? |
| | | | 10. Has a typical section of the following been platted on the location profile? |
| ☒ | ☐ | ☐ | a. Roadbed Grading, with Surfacing. |
| ☐ | ☐ | ☒ | b. Retaining Walls. |
| ☐ | ☐ | ☒ | c. Slope Benching. |
| ☐ | ☐ | ☒ | d. Hand Placed Slopes. |
| ☐ | ☐ | ☒ | e. Rip Rap Work. |
| ☐ | ☐ | ☒ | f. Irrigation Ditches. |
| ☐ | ☐ | ☒ | g. Special Drainage Ditches. |
| ☐ | ☐ | ☒ | h. Channel Changes. |
| ☐ | ☐ | ☒ | i. Flumes. |
| ☐ | ☐ | ☒ | j. Sidewalks, Curbs and Gutters. |
| ☐ | ☐ | ☒ | k. Tunnel (Drainage). |
| ☐ | ☒ | ☐ | 11. Is relocation of a scale site necessary? |
| ☐ | ☒ | ☐ | 12. Does this project involve construction of a frontage road? |
| ☐ | ☒ | ☐ | 13. Will there be unusual difficulty in handling traffic during construction? |
| ☒ | ☐ | ☐ | 14. Have all important alignment points been referenced? |
| ☒ | ☐ | ☐ | 15. Have all location problems been discussed in the Narrative Report of Survey? |

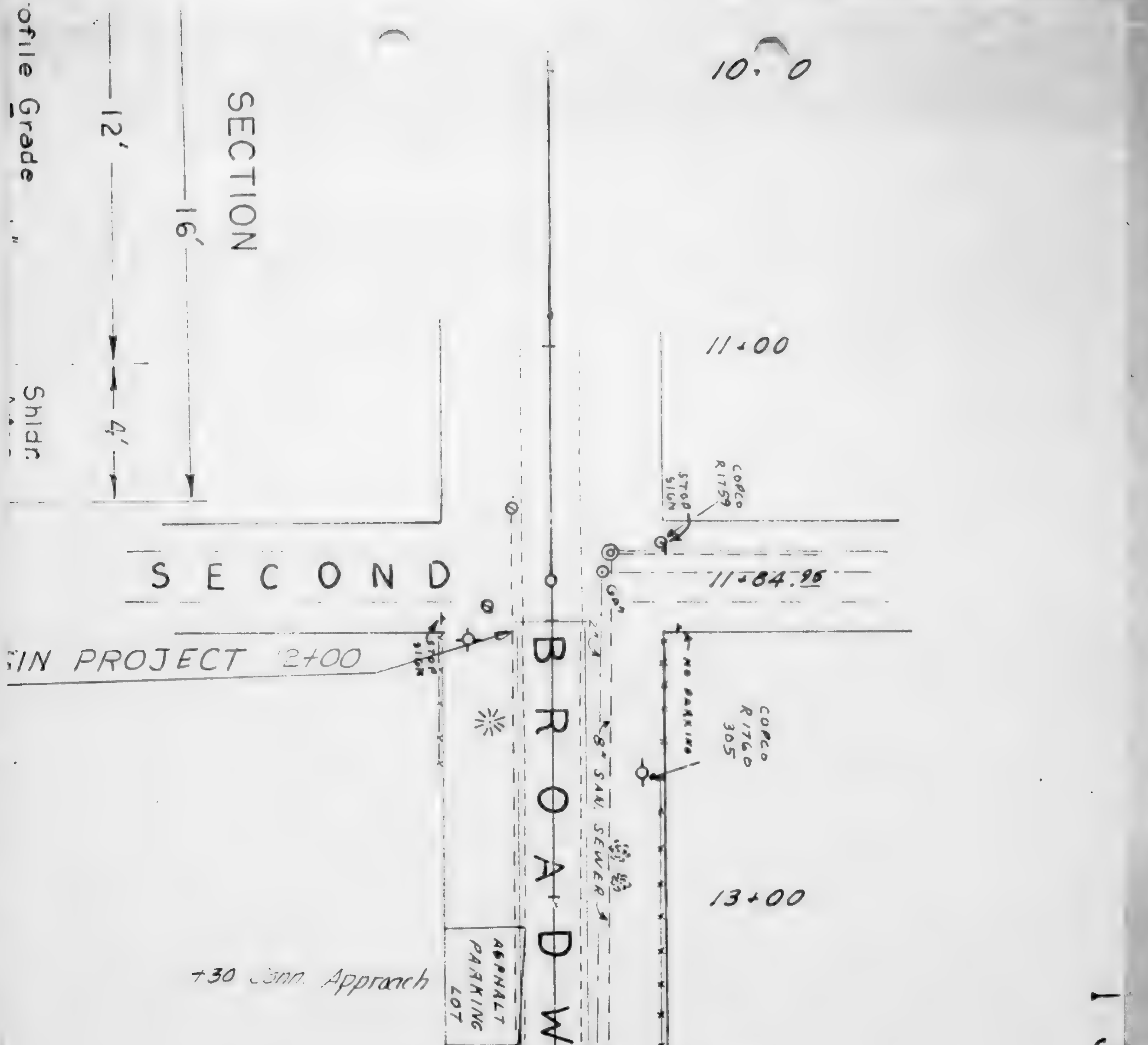
*** Non Applicable**

Signature Ronald V. Busey
Locating Engineer

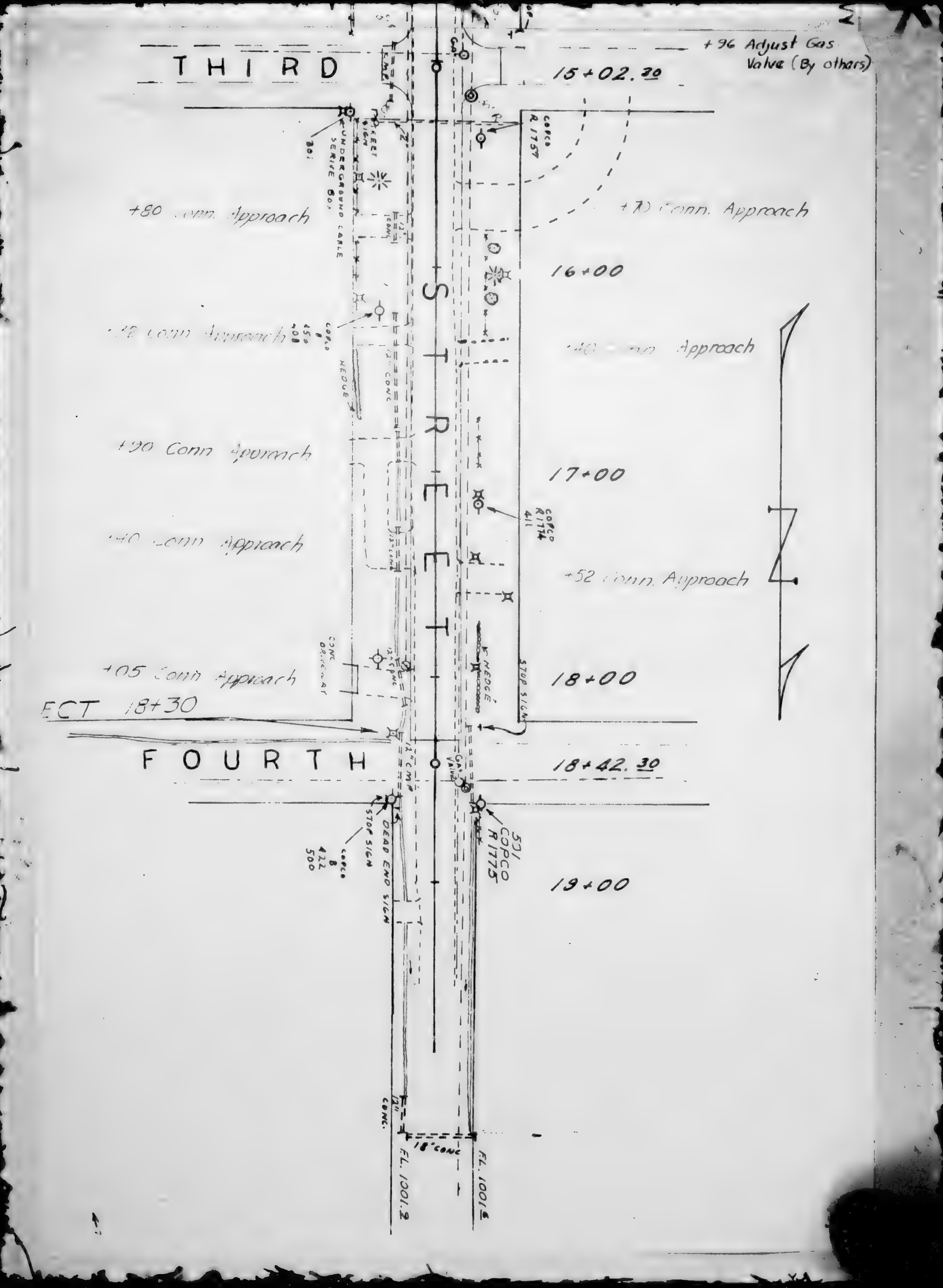
Address P.O. Box 267 Grants Pass


SECOND
TYPICAL
SECTION
℄
16′
16′
4′
12′
12′
4′
Asph Conc. 3″
Class "B" or "C"
Shldr.
Area
Profile Grade
Future 1½″ A.C.
Shldr.
Area
Sl. 0.04′/ft.
Sl. 0.02′/ft.
Sl. 0.02′/ft.
Bottom Base Course
Nom. Comp. Thick. - 8.0″

SCALE: 1″ = 4′ Horiz.
1″ = 2′ Vert.



10+00
SECTION
16'
12'
4'
ofile Grade
Shldr.
11+00
COPCO R1759
STOP SIGN
SECOND
11+84.95
GIN PROJECT 12+00
STOP SIGN
BROADWAY
NO PARKING
COPCO R1760 305
8" SAN. SEWER
13+00
+30 Conn. Approach
ASPHALT PARKING LOT
COPCO R1761 315
+78 Conn. Approach
+90 Conn. Approach
14+00
+16 Conn. Approach
SECTION 15
STOP
30'
+96 Adjust Gas Valve (By others)
THIRD
15+02.30
COPCO R1757
UNDERGROUND SERVICE


+96 Adjust Gas Valve (By others)
THIRD
15+02.30
UNDERGROUND CABLE SERIFE BO.
301
STREET SIGN
COPCO R 1757
+80 Conn. Approach
+70 Conn. Approach
12" CONC
16+00
+48 Conn. Approach
COPCO 8 150 408
HEDGE
12" CONC
+40 Conn. Approach
STREET
+90 Conn. Approach
17+00
COPCO R 1774 411
+40 Conn. Approach
12" CONC
+52 Conn. Approach
+05 Conn. Approach
CONC DRIVEWAY
12" CONC
HEDGE
STOP SIGN
18+00
ECT 18+30
FOURTH
12" CMP
GAS VALVE
18+42.30
STOP SIGN
DEAD END SIGN
COPCO 8 422 500
591 COPCO R 1775
19+00
12" CONC
18" CONC
FL. 1001.2
FL. 1001.5

8406

13

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Broadway Street (2nd St. to 4th St.)

Highway: City of Rogue River

County: Jackson

Prefix: 315-1429

Res. Engr: R. V. Busey

Date February 20, 1976

Ten Year Traffic Coefficient 5.5

18 kip s.a. per day 4.0

R value 10

Frost Penetration - - - - - - - - -

CBE Total Requirement 17.5"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A. C. (F.A.) | 3.0 |
| 3.0" | A. C. (I) | 6.0 |
| 8.0" | A. B. | 8.0 |
| 12.5" | | 17.0 |

NOTED
E. S. HUNTER

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

RECEIVED
STATE HWY ENG'
FEB 23 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

[redacted]
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County - City

7.5

3406

November 3, 1975

City of Rogue River
City Hall
Rogue River, OR 97537

Attention: Madeline Dean
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5284

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Broadway Street from Second to Fourth Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Rogue River (Broadway Street)

Highway City Street

County Jackson

Date October 8, 1975

Authorization No. 1 1429

Survey Prefix 315-~~1429~~
(Assigned by Salem office)

Description of termini, route, length, etc.:

From 2nd Street to 4th Street. Length is 580 feet.

Purpose of survey:

To prepare plans, specifications and estimates for grading and paving two city blocks. This is a Special City Allotment project.

| | | | | |
|---|---|---|---|---|
| Estimate of cost: | Field | 901 | 2,000 | |
| | Plans | 905 | 300 | |
| | Soils | 910 | 200 | |
| | Utility | 914 X[illegible] | 100 | |
| | Proj. Mgt | 920 | 100 | |
| | Specifications | 921 | 300 | SCA |

Total estimated cost of survey $ 3,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Ron Busey
Field Engineer

Recommended for Approval:
J. X. Wilson
Regional Engineer

Recommended for Approval:
Victor D. Wolfe
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR.
[illegible] SCA

September 24, 1975

Honorable R. B. Deland
Mayor
City of Rogue River
P. O. Box Q
Rogue River, Oregon 97537

Dear Mayor Deland:

Your proposed project on Broadway Street, from Second to Fourth Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $23,000, with the State contributing $23,000.

Very truly yours,

D. N. Harwell
D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7-7-75

[illegible] [illegible]

[illegible]

didn't [illegible]

[illegible]

happ[illegible]

cut [illegible]

[illegible]

[illegible]

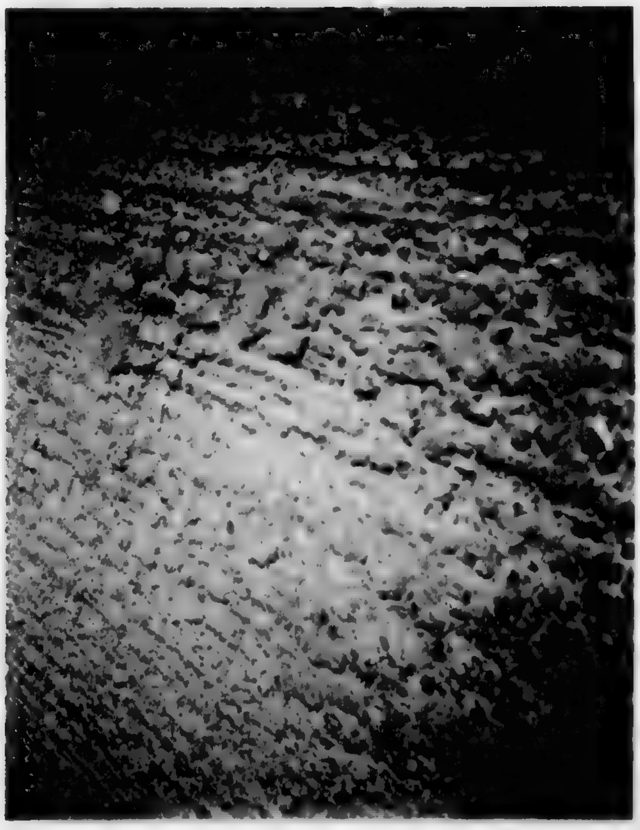
and [illegible]. [illegible]

not as [illegible] [illegible] at [illegible]

[illegible] [illegible] good job

[illegible]

[illegible] project.



## SPECIAL CITY ALLOTMENT FUND
## INVESTIGATION DATA

City: [illegible] Date ______ Div. ____
Population: 19__: [illegible] 19__: ______
Street: [illegible]

No. of Previous Projects 3
Last Project 1965 (Year)
Total SCA Funds $41,492
Funds/Capita $49.01
Average/Capita $[illegible].55

EXISTING
Surface Now in Place: A. C. ____ Oil ✓ Gravel ____ Concrete ____
Surface Width: [illegible] Ft. Shoulder-to-Shoulder Width: ______ Ft.
Curb-to-Curb Width: ______ Ft. Right-of-Way Width: [illegible] Ft.
Remarks: ______

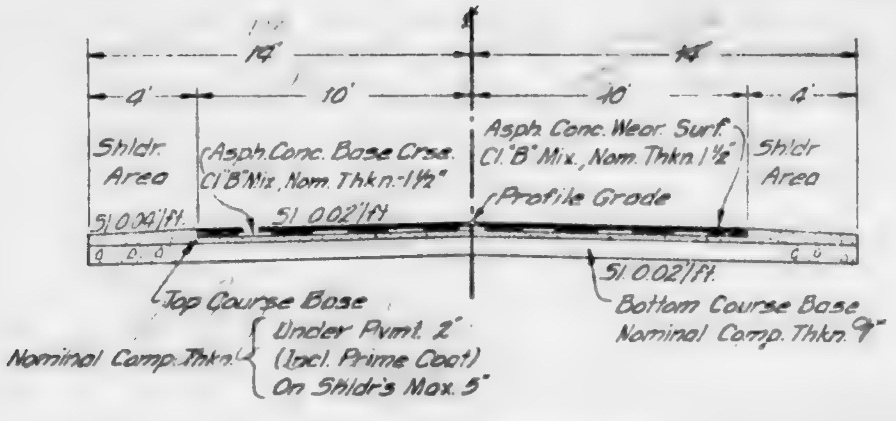
PROPOSED
Surfacing: A. C. ✓ Oil ____ Other ______
Pavement Width: 24 Ft. Shoulder Width: 4 Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: [illegible] in. Leveling: ____ in. Base: 9 in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.11 Mile, [illegible] Ft. Type Curb: ______
Remarks: ______

ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL | $ | $ | $ |
| TEMP. PROT. & DIRECT TRAFFIC | ALL | | | |
| GENERAL EXCAVATION Cu yd | ~~LUMP SUM~~ | 760 | [illegible] | 3800- |
| 1"-0 AGGR. BASE ~~8"~~ DEEP 9" | SQ. YD. | 2270 | 2.60 | 5902- |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC 3" DEEP | SQ. YD. | [illegible] | [illegible] | 5780- |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. ~~FT.~~ yd | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | 2240 | 1.65 | 3696- |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| ____ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |
| | | | TOTAL | $19,178- |
| Permanent Signing ($100 per Intersection) | | | | |
| Flagging | | | | |
| | | | TOTAL | $19,178- |
| Engineering and Contingencies (20%) | | | | 3822- |
| | | | TOTAL | $23,000- |
| City's Estimated Share of Survey | | | | $ – |
| | | | TOTAL ESTIMATED COST | $23,000- |

*Items include 10% allowance.

Roque [illegible] [illegible] ([illegible] 4th)
[illegible] 580 Feet


14'
14'
4'
10'
10'
4'
Shldr. Area
Asph. Conc. Base Crse. Cl. "B" Mix, Nom. Thkn. 1½"
Asph. Conc. Wear. Surf. Cl. "B" Mix, Nom. Thkn. 1½"
Shldr Area
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Profile Grade
Sl. 0.02'/ft.
Top Course Base
Nominal Comp. Thkn. Under Pvmt. 2" (Incl. Prime Coat) On Shldr's Max. 5"
Bottom Course Base Nominal Comp. Thkn. 9"

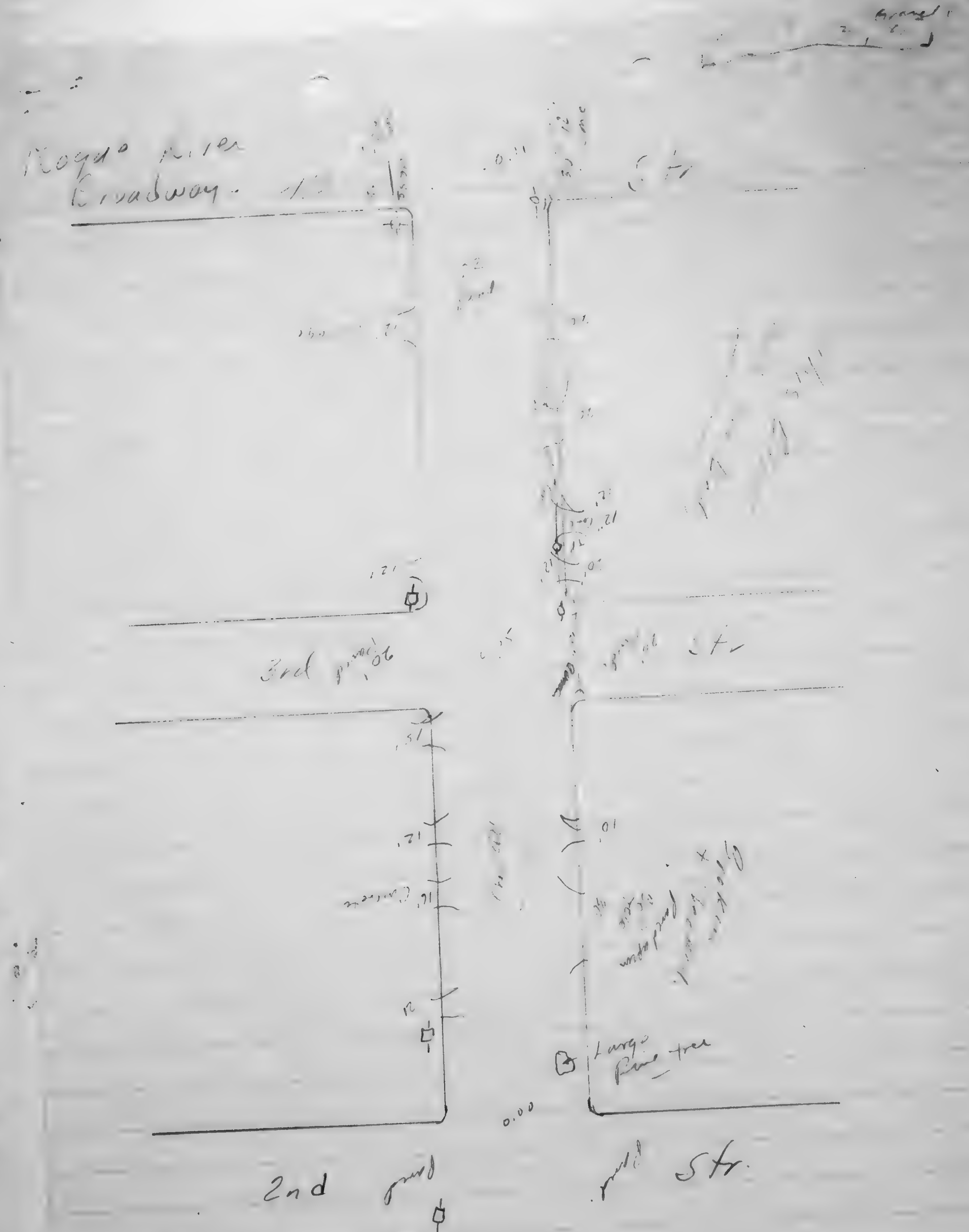
[illegible] $\frac{32 \times 580 \times [illegible]}{27}$ = 687.4 x 1.10 = 760 cu.yds

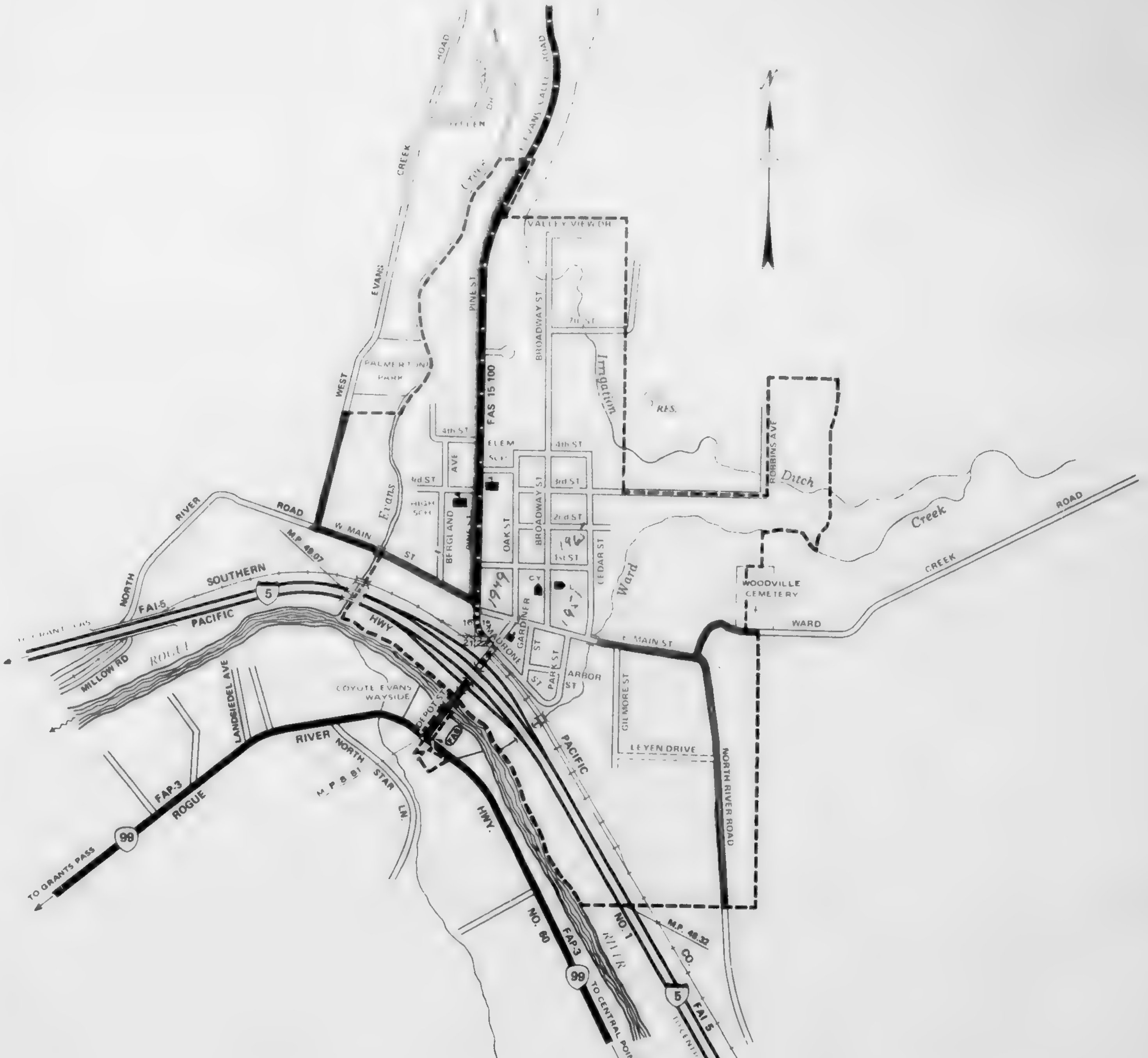
Surfacing $\frac{32 \times 580}{9}$ = 2062.2 x 1.10 = 2270 Sq yd.

Paving

$\frac{24 \times 580}{9}$ = 1546.6 x 1.10 = 1700 Sq yds

Days - 204 x 10 = 2040 x 1.10 = 2240 Sq ft.


Rogue River
Broadway
Str
3rd
Str
.15
.12
10
12
Large Pine tree
0.00
2nd
Str.


N
EVANS CREEK ROAD
WEST EVANS CREEK
PALMERTON PARK
FAS 15 100
PINE ST
VALLEY VIEW DR
BROADWAY ST
Irrigation
Ditch
RES.
ROBBINS AVE
4th ST
3rd ST
2nd ST
1st ST
ELEM SCH
HIGH SCH
BERGLAND AVE
OAK ST
CEDAR ST
Ward
Creek
WARD CREEK ROAD
WOODVILLE CEMETERY
E MAIN ST
W. MAIN ST
NORTH RIVER ROAD
M.P. 48.07
SOUTHERN PACIFIC
FAI-5
HWY
ROGUE RIVER
MILLOW RD
LANGHEDEL AVE
COYOTE EVANS WAYSIDE
DEPOT
GARDINER ST
PARK ST
ARBOR ST
GILMORE ST
LEYEN DRIVE
FAP-3
ROGUE RIVER HWY.
NORTH STAR LN.
M.P. 8.81
TO GRANTS PASS
99
5
NO. 60
NO. 1
CO.
M.P. 48.32
FAI 5
TO CENTRAL POINT
1949
1961
1947

# ROGUE RIVER

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**Population 845**

Scale in Feet

T 36 S R 4 W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ● | POST OFFICE | ● | PUBLIC BLDG |
| ● | SCHOOL | CY | CITY HALL |
| ○ | CITY CENTER | CT | COURT HOUSE |
| ● | R R DEPOT | A | ARMORY |
| ▬ ▬ | CITY LIMITS | L | LIBRARY |

**Revised December 1974**

Co. Road. 4-25-75

SCA

Date ____________

**PROJECT DATA.** CITY OF Rogue River

To be financed by Special City Allotment Fund and necessary city funds.

Street name Broadway - Second Street to Fourth Street
(Locate project on attached map.)

Project length [illegible] feet

**DESIRED STREET SECTION:**

Standard roadway; width of travel way: 20 feet, width of shoulders: 13 feet

Curbed section; width curb to curb: 60'* [illegible] feet

Remarks * No curbs installed - 10 ft. allowed each side

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 16 feet

**RIGHT-OF-WAY:** (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 3rd St. 35'6" at Broadway
4th St. 40'

Are intersecting streets curbed? Yes ____ No X

Remarks ____________

**CONCRETE CURBS:** (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: 60' * feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: See note feet

Does city desire special type of curbs? Yes ____ No ____

Explain: * No curbs installed. NOTE: To be determined at
inspection of project No Curbs at this time

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

**SIDEWALKS** (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No____

Present sidewalks, Length: ZERO feet; Width: ZERO feet

Distance between present sidewalks: -0- feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: -0- feet

Are sidewalks to be constructed only on one side of street? Yes____ No X

Are sidewalks to be constructed on both sides of street? Yes____ No X

Give: Length to be constructed and On which side of street

-0- feet N.___ S.___ E.___ W.___

-0- feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No X

Is utility strip required? Yes____ No X; Width: ______feet

Remarks______________________________________________

______________________________________________________

**STORM SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No____

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ______feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

**SANITARY SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 8' feet

Remarks Sewer presently under construction

______________________________________________________

______________________________________________________

SCA

**WATER MAINS:** (City to adjust if required.)

Now in place? Yes _X_ No ___

If yes, how deep from present surface? ______ feet

Remarks ________________________________________

________________________________________________

**DRIVEWAYS:** ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ___ No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? __________

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ________________________________________

________________________________________________

**FRANCHISED UTILITIES:** (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No _X_

Electric poles? Yes ___ No _X_

Which company? California-Pacific Utilities; Pacific Power & Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No _X_

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No _X_

Which company? ____________________________

Is crossing presently protected by automatic railroad signals?

Yes ___ No _X_

Remarks ________________________________________

________________________________________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No ____

Clearing? Yes ____ No ____

Base rock? Yes ____ No ____

Concrete curbs? Yes ____ No ____

Driveways? Yes ____ No ____

Remarks ______________________________

GENERAL INFORMATION:

Are city finances available? Yes ____ No ____

When available? Date ______________________________

Has city established grade on street? Yes ____ No ____
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: End of Broadway, Rogue River

General remarks: ______________________________

By Royal B. [illegible]
Mayor

By Madeline Dean
City Recorder or City Manager

By N/A
City Engineer

# RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Rogue River is an incorporated city of the State of Oregon and has a population of 845 as given by the latest official census; and

WHEREAS, the following streets of said city, Broadway

Street from Second Street to Fourth Street

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Rev.)

4. That the City of Rogue River does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Royal DeLand as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 27th day of March, 1975.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

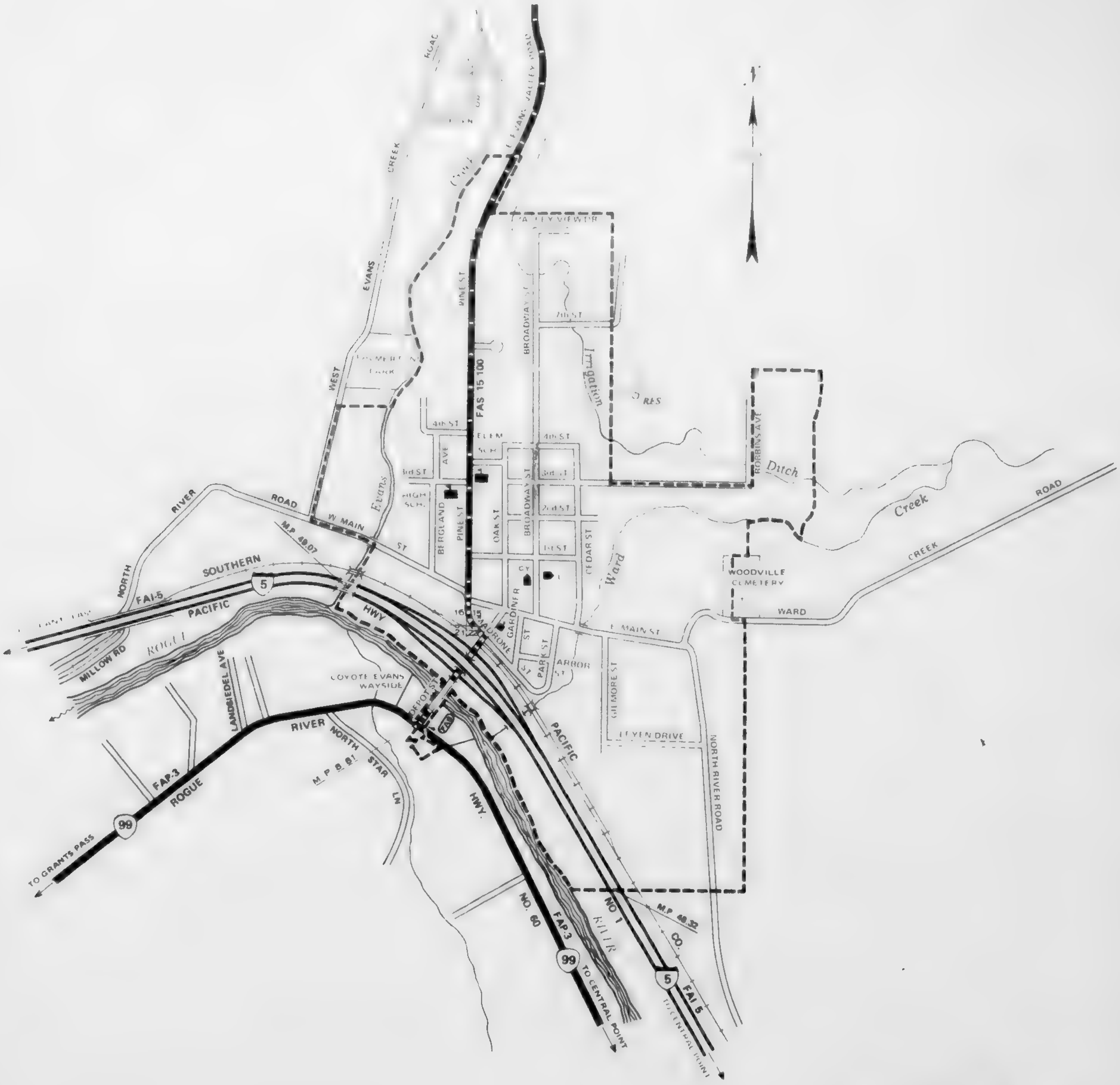
- - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Rogue River at a ~~regular~~ or special meeting of said Council, held on the 27th day of March, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 31 day of March, 1975.

Madeline Dean
City Recorder

([illegible]50. 1959 Rev.)



EVANS CREEK ROAD
SAMS VALLEY ROAD
WEST EVANS CREEK
PINE ST
FAS 15 100
BROADWAY ST
7th ST
PALMERTON PARK
Irrigation
RES
ROBBINS AVE
Ditch
Creek
ROAD
CREEK
4th ST
ELEM SCH
3rd ST
2nd ST
1st ST
HIGH SCH
BERGLAND AVE
OAK ST
CEDAR ST
CY
Evans
Ward
NORTH RIVER ROAD
W MAIN ST
M.P. 48.07
FAI-5
SOUTHERN PACIFIC
5
HWY
16
15
21
MADRONE
GARDINER
ST
PARK ST
ARBOR ST
E MAIN ST
WOODVILLE CEMETERY
WARD
MILLOW RD
ROGUE
LANGSIEDEL AVE
COYOTE EVANS WAYSIDE
DEPOT ST
RIVER NORTH STAR LN
M.P. 8.81
GILMORE ST
LEYEN DRIVE
PACIFIC
NORTH RIVER ROAD
FAP-3
ROGUE RIVER HWY.
99
TO GRANTS PASS
NO. 60
FAP-3
99
TO CENTRAL POINT
RIVER
NO. 1
M.P. 48.32
CO.
5
FAI 5
TO CENTRAL POINT

# ROGUE RIVER

## JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**Population 845**

Scale in Feet

T 36 S R 4 W W.M.

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF F.A. SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ■ | POST OFFICE | ● | PUBLIC BLDG |
| ■ | SCHOOL | CY | CITY HALL |
| ○ | CITY CENTER | CT | COURT HOUSE |
| ■ | R.R. DEPOT | A | ARMORY |
| ▬ ▬ ▬ | CITY LIMITS | L | LIBRARY |

Revised December 1974

SCA - 76

**City of Rogue River, Oregon**
P.O. Box Q
Rogue River, Oregon 97537

February 25, 1975

TO: George E. Hopkins
Project Development Engineer, State Highway Bldg.
Salem, Oregon 97310

FROM: City of Rogue River, Oregon 97537

SUBJECT: 1976 Special City Allotment Program.

REFERENCE: (a) Oregon State Highway Division letter originated by G.E. Hopkins dated 16 Jan1975

1. Reference (a) set forth the requirements for a city under 5,000 population to qualify for a grant up to $25,000 for a street improvement within their city. The City of Rogue River falls within this category and would like to submit an application in order that they may qualify.

2. Therefore, it is requested that an application blank be forwarded at your earliest convenience to this City in order that the requirements of paragraph 3 of ref (a) can be complied with.

Respectfully,

Royal B. Deland
Royal B. Deland
Mayor

RBD/mkd

Forms Sent
2/26/75
SK

Hopkins
Harwell
Holmes ✓
Prange
Unrein
SCA

RECEIVED
FEB 26 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/___
Other____

8407 S. 6th St.-Hilyard Ave. 1976
(Klamath Falls) Sec.
(Grading, paving, & signal revision)

K. R. 842 8-10-76
3-21-78

84

# In the CIRCUIT Court of the State of Oregon

for the County of Klamath

MELBA DAVID,

Plaintiff

vs.

STATE OF OREGON, by and through its DEPARTMENT OF HIGHWAY; STUKEL ROCK & PAVING, a corporation; and OREGON, CALIFORNIA & EASTERN RAILWAY, a corporation,

Defendants.

No. 79-142 L

**SUMMONS**

To State of Oregon by and through its Department of Highway
c/o Scott Coulter, State Highway Engineer
Department of Transportation Building, Room 140
Salem, Oregon 97310

Defendant

*IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within twenty days from the date of service of this summons upon you, if served within the state of Oregon; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.*

**NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!**

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days ~~weeks~~ from date of service along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

If you have any questions, you should see an attorney immediately.

---

* If summons is served within the State of Oregon, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

DAVID R. VANDENBERG, JR., P.C.

/s/ David R. Vandenberg, Jr., P.C.

*of Attorneys for Plaintiff*

*STATE OF OREGON, County of* Klamath *) ss.*

*I,* David R. Vandenberg, Jr.*, one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Klamath Falls*, Oregon, dated the* 2nd *day of* July*, 19*79

*of Attorneys for Plaintiff*

*TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:*

*You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant,*

*and a copy of the within summons only upon the other defendant,*

*of Attorneys for Plaintiff*

DAVID R. VANDENBERG, JR., P.C.
411 PINE STREET
KLAMATH FALLS, OR 97601
Telephone 503 - 882-5501

7-10-79
10:50 a [illegible]
[illegible]

*STATE OF OREGON, County of* ..........................................*)ss.*

**PROOF OF SERVICE WITHIN STATE ON INDIVIDUAL DEFENDANT(S)** (A)

*I,* ....................................................................................................*(Name and Title)*

*of* ............................................ *County, Oregon hereby certify that the foregoing summons was delivered to me for service on the* ..................... *day of* ........................................, *19*..........; *that I am and at all times hereinafter mentioned was a competent person over the age of 18 years and not a party to or an attorney in the above entitled cause; that I served said summons at the following place,* ....................................................................................................

*within said county and state on the* .......... *day of* ..............................., *19*........, *at* .................. *o'clock* ...... *M., on the within named defendant* ....................................................................................................

....................................................................................................*by delivering a copy thereof to the said defendant, and if more than one then to each of them, personally and in person; that I served the complaint in said cause, to which reference is made in said summons, on the following defendant* ....................................................................................................

....................................................................................................*at the same time and place on said day, by then and there personally delivering to and leaving with the defendants last named, and each of them, personally and in person, a copy of the complaint; that each copy of said summons and of said complaint so served was prepared and certified to be a true copy of the original thereof by one of the above named attorneys for the plaintiff in the said cause.*

*That the defendant* .................................................................................................... *named in said summons cannot be found in the county last above mentioned.*

....................................................................................................

*Name and Title.*

*By* ....................................................................................................

*Deputy.*

---

*STATE OF OREGON, County of*..........................................*)ss.*

**PROOF OF SERVICE WITHIN STATE ON CORPORATE DEFENDANT** (B)

*I,* ....................................................................................................*(Name and Title)*

*of* ............................................*County, Oregon hereby certify that I am and at all times hereinafter mentioned was a competent person over the age of 18 years and not a party to or an attorney in the above entitled cause; that the foregoing summons was delivered to me for service on the* ...............*day of* ........................................, *19*........; *that on* ........................................................., *19*........, *at* ................*o'clock* .... *M. in* ...................................... *County, Oregon, I served the corporate defendant* ....................................................................................................

*with said summons and with the complaint to which reference is made in said summons by delivering a copy of said summons and a copy of said complaint at the following place,* ....................................................................................................

.................................................................................................... *to* ....................................................................................................

*who is the*..........................................*of said corporate defendant; each said copy so served was prepared and certified to be a true copy of the original thereof by one of the above named attorneys for the plaintiff in said cause.*

*That the defendant* ....................................................................................................*named in said summons cannot be found in the county last above mentioned.*

....................................................................................................

*Name and Title.*

*By* ....................................................................................................

*Deputy.*

---

*STATE OF* ......................................................, *County of* ...................... *ss.*

**PROOF OF SERVICE OUTSIDE STATE ON INDIVIDUAL OR CORPORATE DEFENDANT(S)** (C)

*I,* ......................................................................, *being duly sworn, depose and say: That I am and at all times hereinafter mentioned was a competent person over the age of eighteen years and not a party to or an attorney in the above entitled cause; that I received the foregoing summons for service on the* ..............*day of* ...................................................., *19*...........; *that I served said summons at the following place* ....................................................................................................

*on the said defendant*......, ....................................................................................................

.................................................................................................... *if an individual, on the* .............. *day of* ..........................................., *19*........, *at* .......... *o'clock* ...... *M. within the County of* ..................................., *State of* ..................................., *by then and there personally delivering to and leaving with the said defendant, and, if more than one, with each of them, personally and in person, a copy of said summons; if said defendant is a corporation, I served said summons on it by delivering a copy of said summons in said county and state on the date last mentioned to* ...................................................,

*who is the* ................................................................ *of said corporation; at the time of delivering said copy of summons, I delivered to the party so served a copy of the complaint in the above entitled cause to which reference is made in said summons; that each copy of summons and complaint so served was duly certified to be a true copy of the original thereof by the attorney for the above named plaintiff; that the defendant so served is the identical one named in said complaint.*

....................................................................................................

*Subscribed and sworn to before me this* ...........*day of*..........................................................., *19*...........

....................................................................................................

(OFFICIAL SEAL)

*Notary Public for* ................................. *My commission expires:*..............................

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR KLAMATH COUNTY

MELBA DAVID,

Plaintiff,

vs.

STATE OF OREGON, by and through its DEPARTMENT OF HIGHWAY; STUKEL ROCK & PAVING, a corporation; OREGON, CALIFORNIA & EASTERN RAILWAY, a corporation,

Defendants.

Case No. 79- 142 L

COMPLAINT FOR DAMAGES

COMES NOW the plaintiff, Melba David, and for cause of action for damages for personal injuries, complains and alleges as follows:

I

That at all times herein mentioned plaintiff was an individual and is a resident of the State of Oregon, County of Klamath.

II

That State of Oregon is a political division having a legal subdivision with the Division of Highways of the State of Oregon.

III

Stukel Rock & Paving Company is an Oregon corporation organized and existing under the laws of the State of Oregon engaged in the general rock, asphalt, concrete and associated construction.

IV

The Oregon, California & Eastern Railway is a foreign corporation organized and existing under the laws of the State of Nevada.

V

That Washburn Way is a public road lying within the city limits of Klamath Falls, Oregon laying in a general easterly and westerly direction. Said Washburn Way is crossed by railroad tracks of the OC&E Railway.

VI

That on the 28th day of January, 1978, the defendant State of Oregon acting through its Department of Highways caused repair, widening, excavation and resurfacing of Washburn Way up to and including the railroad crossing of the OC&E Railway at or near South Sixth Street, Klamath Falls, Oregon. That general contract work was being performed in the laying of fill dirt, rock and excavation and black topping by Stukel Rock & Paving, a corporation. That said road widening and construction of Washburn Way involved and incorporated the OC&E Railway crossing. That at said time and place there was excavated near the railroad crossing asphalt covering leaving a several inch depression leading up to an elevated railroad right-of-way crossing. That said road maintenance repair and excavation was left remaining in a dangerous condition for users of the roadway, especially this plaintiff with said negligence being specified hereafter.

VII

That on the 28th day of January, 1978, plaintiff was a passenger in a motor vehicle being driven in a general northerly direction on Washburn Way when said vehicle driven from the asphalt road covering dropping off onto the roadway that was excavated by defendants, causing her to be thrown violently about the inside of the automobile, causing her serious and permanent personal injuries as hereinafter alleged.

VIII

That the sole and proximate cause of plaintiff's injuries was the negligence of the defendants, and each of them, in one or more of the following particulars:

1. In failing to adequately signal, flare, barricade or warn members of the passing public, especially this plaintiff, of the state of disrepair of Washburn Way where they were repairing the road.

2. In leaving said Washburn Way in a state of disrepair without closing the road to members of the passing public, especially this plaintiff, when the defendants knew or through the exercise of reasonable care, should have known that the defects in said road constituted a dangerous hazard to those using said roadway in motor vehicles.

3. In abandoning the repairs to said road leaving the same in a dangerous and hazardous condition with knowledge what the hazard created to members of the passing public, especially this plaintiff.

IX

That as a result of the negligence of the defendants, plaintiff suffered severe and permanent injuries to the bones, muscles, nerves and soft tissues of her body being bruises and strains of the head, neck, shoulders, arms and hips; injuries to the soft tissues and intervertebral discs on the upper part of the lumbar spine. Plaintiff suffered compression fracture of the 1st lumbar vertebral body with injuries to the soft connecting tissues and intervertebral disc therein. That plaintiff has suffered post-traumatic aggravation of arthritis of her spine, more particularly in the lumbar area of the spine with said condition being progressive. That said injuries of the spine produce muscle spasm, pain and limitation in the ability to sit; has produced limitation in her ability to lift, bend or twist; with said motions producing pain and discomfort in the back. That plaintiff suffered bruising and injury to the distal right forefoot and lateral foot with pain and tenderness over the base of the fifth metatarsal with fracture of the fifth metatarsal bone limiting the normal use of the foot. That plaintiff was hositalized for medical care and treatment of these injuries. That she has been damaged in the sum of $75,000.00 for pain, suffering, permanent personal injuries, impairment of her earning capacity and impairment of her quality of life.

X

That as a result of this accident, plaintiff has incurred medical expense in the present sum of $ 2,600.00 , and lost wages in the present sum of $ 808.00 .

WHEREFORE, plaintiff prays judgment against the defendants, and each of them, in the sum of $75,000.00 as special damages; the present sum of $3,408.00 as general damages, with said general damages to be brought up-to-date at time of trial; and for plaintiff's costs and disbursements incurred herein.

DAVID R. VANDENBERG, JR., P.C.

By /S/ DAVID R. VANDENBERG, JR.
Attorney for Plaintiff

STATE OF OREGON }
COUNTY OF Klamath } ss.

I, Melba David, being first duly sworn, depose and say that I am the Plaintiff in the above-entitled cause; and that the foregoing Complaint for Damages is true, as I verily believe.

/s/ Melba David

NOTARIAL
SEAL

Subscribed and sworn to before me this 2nd day of July, 1979

/s/ Janet M. Thomson
Notary Public for Oregon
My Commission expires 8/23/79

---

I, David R. Vandenberg, Jr. one of the attorneys for plaintiff do hereby certify that I have prepared the foregoing copy of complaint for damages and have carefully compared the same with the original thereof; and that it is a correct transcript therefrom and of the whole thereof.

That the said action in my opinion is well founded in law.

Klamath Falls Oregon, dated the 2nd day of July, 1979

David R. Vandenberg Jr
Attorney for plaintiff

---

Due service of the within ______ is hereby accepted in ______ County, ______ this ______ day of ______, 19___, by receiving a copy thereof, duly certified to as such by ______, of Attorneys for ______

______
Attorney___ for ______

---

I hereby certify that I served the foregoing ______ on ______, attorney___ for the ______, on the ______ day of ______, 19___, by mailing to said attorney(s) a true and correct copy thereof, certified by me as such. I further certify that said copy was placed in a sealed envelope addressed to said attorney(s) at his or their regular office address, to-wit: ______

and deposited in the post office at ______, Oregon, on the ______ day of ______, 19___, and that the postage thereon was prepaid. Between the said post office and the address to which said copy was mailed, there is a regular communication by U.S. Mail.

______
Dated ______, 19___    Attorney___ for ______

8407.

8

September 1, 1978

Fidelity & Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On August 30, 1978, we wrote to you concerning release of final payment on Contract No. 8407 awarded to Stukel Rock & Paving, Inc., for work on the S. 6th Street-Hilyard Avenue Section of the Midland Highway in Klamath Falls, Klamath County.

Final payment on this contract is $14,960.42 and the total contract amount is $850,439.88 including $11,234.65 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Stukel Rock & Paving, Inc.
P. O. Box 853
Klamath Falls, OR 97601

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
Dale Allen

8407 9

| | | |
|---|---|---|
| FORM 81-734-3001<br>OREGON STATE HIGHWAY DIVISION<br>**FIELD ENGINEER'S WEEKLY REPORT**<br>FOR CONSTRUCTION PROJECTS ONLY<br>CONSTRUCTION AND BRIDGE SECTION | SECTION<br>S. 6th St.-Hilyard Ave.<br>(Klamath Falls) | WEEK ENDING<br>July 22, 1978<br>SECTION PREFIX<br>118-0501 |
| | HIGHWAY<br>Midland | COUNTY<br>Klamath |
| NAME OF JOB<br>S. 6th St.-Hilyard Ave. (Klamath Falls) | KIND OF WORK<br>Grading Paving & Signal Revision | |
| CONTRACTOR<br>Stukel Rock & Paving, Inc. | CONTRACT NUMBER<br>8407 | FEDERAL AID PROJECT NUMBER<br>State |
| DATE OF CONTRACT<br>August 6, 1976 | DATE WORK STARTED<br>September 8, 1976 | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN – SUPERVISION – | SPECIFIED WORK DAYS<br>SPECIFIED ~~CALENDAR DAYS~~ Work 300 | WORK DAYS USED<br>~~CALENDAR DAYS USED~~ Work 325 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 108 |
| PROJECT AUTHORIZATION $ 1,0[illegible],339.50 | | |
| EXCLUSIVE OF ENGINEERING $ 941,[illegible]72.95 | ENGINEERING AUTHORIZATION $ 81,066.57 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]7,[illegible]06.94 | ENGINEERING COST TO DATE $ 122,735.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.7 % | PERCENT OF AUTHORIZATION 151 % | DATE PROJECT WAS COMPLETED: May 24, 1978 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | Lime Subgrade ~~MAINTENANCE MATERIALS~~ | Bit. Base ~~OIL & BITUMINOUS MACADAM~~ | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| MILES PARTIALLY COMPLETED | – | – | – | – | – |
| MILES COMPLETED | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 9,911 CY | 600 CY | 25,100 SY | 6900 Ton | 6260 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 16,779 CY | 394 CY | 21,292 SY | 5134 Ton | 7396 Ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | " " | " " | " " | " " | " " |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
JUL 24 1978
CONSTRUCTION BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Semi-final submitted to Region Office July 19, 1978

Third Notification not submitted, pending receipt of
Extra Work Bills & Wage Certifications.

This is the last Weekly Report for the project.

G. L. Peterson

SIGNED W. F. Cobine LOCATION Klamath Falls

By: G. L. Peterson Officeman

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

84.7

9

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE
March 21, 1978
Salem OR 97310

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: S. 6th St.-Hilyard Ave. Section
Midland Highway
Klamath County

TO: C. W. Head, Manager
Commission Services

BUILDING

RAILROAD COMPANIES
FILE No. 242

Attached is a fully executed copy of the supplemental agreement extending a July 22, 1976 agreement with the Oregon, California & Eastern Railway Company through which the Highway Division obtained a temporary easement on the subject project.

RDT:de
attc.
cc: J. L. Sollis-w/copy agreement
J. B. Boyd-w/copy agreement
C. T. Keasey-w/copy agreement
Dale Allen-w/copy agreement
Norm Krehbiel-w/copy agreement
D. E. Swan-w/copy agreement

NOTED
C. W. HEAD

4/14/78
Noted in
agree. book
Jr

420

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5
8407

Bend, Oregon 97701
October 3, 1977

FROM: John E. Holcomb
Regional Traffic Engineer

TO: Don N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: S. 6th St.-Hilyard Ave. Sec.
Midland Highway
Klamath County
Contract No. 8407

Attached is a set of plans showing pavement markings for the subject project. You will note the 14-foot wide continuous left-turn lane is carried from South Sixth Street to a point 500 feet north of Laverne Avenue.

The four 12-foot driving lanes are carried from South Sixth Street to Hilyard Avenue where the curb lanes are dropped. Just two 12-foot driving lanes are carried on to LaVerne Avenue. This leaves a 3-foot paved shoulder on each side between Hilyard and Laverne.

The three-lane section had to be dropped north of LaVerne to fit into the 24-foot paved section which is Washburn Way south of LaVerne, a county road. This is 24 feet of A.C. with 2-foot graveled shoulders. It is not possible to widen the county's portion without extensive alterations to drainage. This would also lead to additional right of way.

JEH:mr

encl

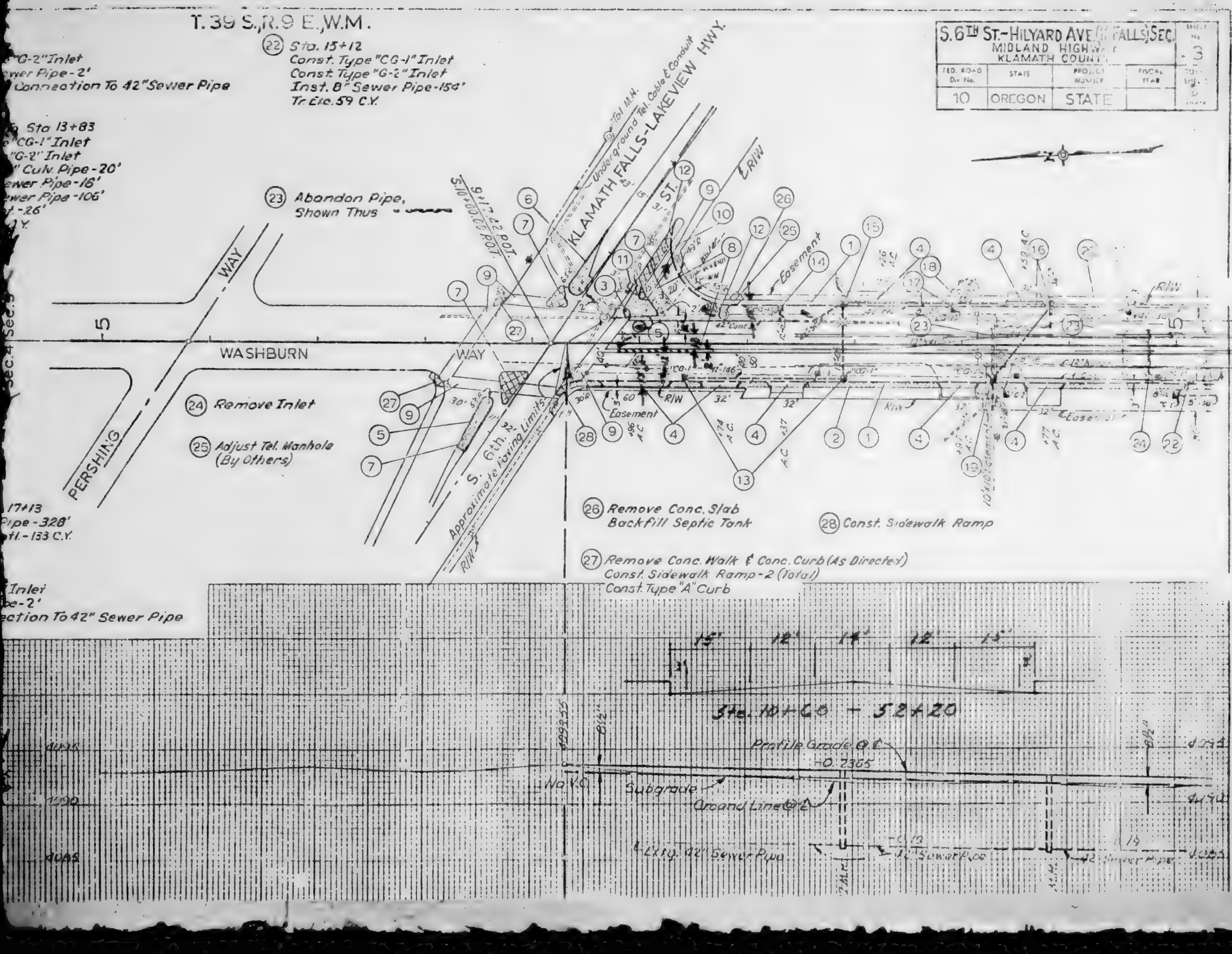
RECEIVED
OCT 04 1977
ENGINEERING SECTION

1 Versteeg ✓
Christensen
George
7 2 Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

| S.6TH ST.-HILYARD AVE.(K. FALLS) SEC. MIDLAND HIGHWAY KLAMATH COUNTY | | | | SHEET No. 3 |
|---|---|---|---|---|
| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | STATE | | |

T. 39 S., R. 9 E., W.M.



"G-2" Inlet
ewer Pipe-2'
Connection To 42" Sewer Pipe

Sta 13+83
"CG-1" Inlet
"G-2" Inlet
" Culv. Pipe-20'
ewer Pipe-16'
ewer Pipe-106'
-26'
Y.

17+13
Pipe-328'
l.-133 C.Y.

Inlet
pe-2'
ection To 42" Sewer Pipe

(22) Sta. 15+12
Const. Type "CG-1" Inlet
Const. Type "G-2" Inlet
Inst. 8" Sewer Pipe-154'
Tr. Exc. 59 C.Y.

(23) Abandon Pipe, Shown Thus

(24) Remove Inlet

(25) Adjust Tel. Manhole (By Others)

(26) Remove Conc. Slab
Backfill Septic Tank

(27) Remove Conc. Walk & Conc. Curb (As Directed)
Const. Sidewalk Ramp-2 (Total)
Const. Type "A" Curb

(28) Const. Sidewalk Ramp

KLAMATH FALLS-LAKEVIEW HWY.
Underground Tel. Cable & Conduit
Tel. M.H.
ST.
R/W
9+17.42 P.O.T.
S.10+00.00 P.O.T.
WAY
WASHBURN
WAY
PERSHING
S. 6th.
Approximate Paving Limits
Easement
Sec.4
Sec.9
5
5
42" Conc.
"CG-1"
10'x10' Easement
Sta. 10+60 - 52+20
15'
12'
14'
12'
15'
Profile Grade @ ℄
+0.2365
No V.C.
Subgrade
Ground Line @ ℄
Exist. 42" Sewer Pipe
12" Sewer Pipe
42" Sewer Pipe
4195
4190
4185
4193.55

T. 39 S., R. 9 E., W.M.

S.6TH

FED. ROAD Dn. No

10

⑱ Sta. 13+00
Const. Type "G-2" Inlet
Inst. 8" Sewer Pipe - 2'
With Blind Connection To 42" Sewer Pipe

⑲ Sta. 13+29 To Sta 13+83
Const. Type "CG-1" Inlet
Const. Type "G-2" Inlet
Remove 24" Culv. Pipe - 20'
Inst. 8" Sewer Pipe - 16'
Inst. 21" Sewer Pipe - 106'
Under Pvmt. - 26'
Tr. Exc. 84 C.Y.

⑳ Sta. 13+83 To Sta. 17+13
Inst. 42" Sewer Pipe - 328'
Pipe Bedding Matl - 133 C.Y.
Tr. Exc. 527 C.Y.

㉑ Sta. 14+53
Const. Type "CG-1" Inlet
Inst. 8" Sewer Pipe - 2'
With Blind Connection To 42" Sewer Pipe

㉒ Sta. 15+12
Const. Type "CG-1" Inlet
Const. Type "G-2" Inlet
Inst. 8" Sewer Pipe - 154'
Tr. Exc. 59 C.Y.

㉓ Abandon Pipe, Shown Thus

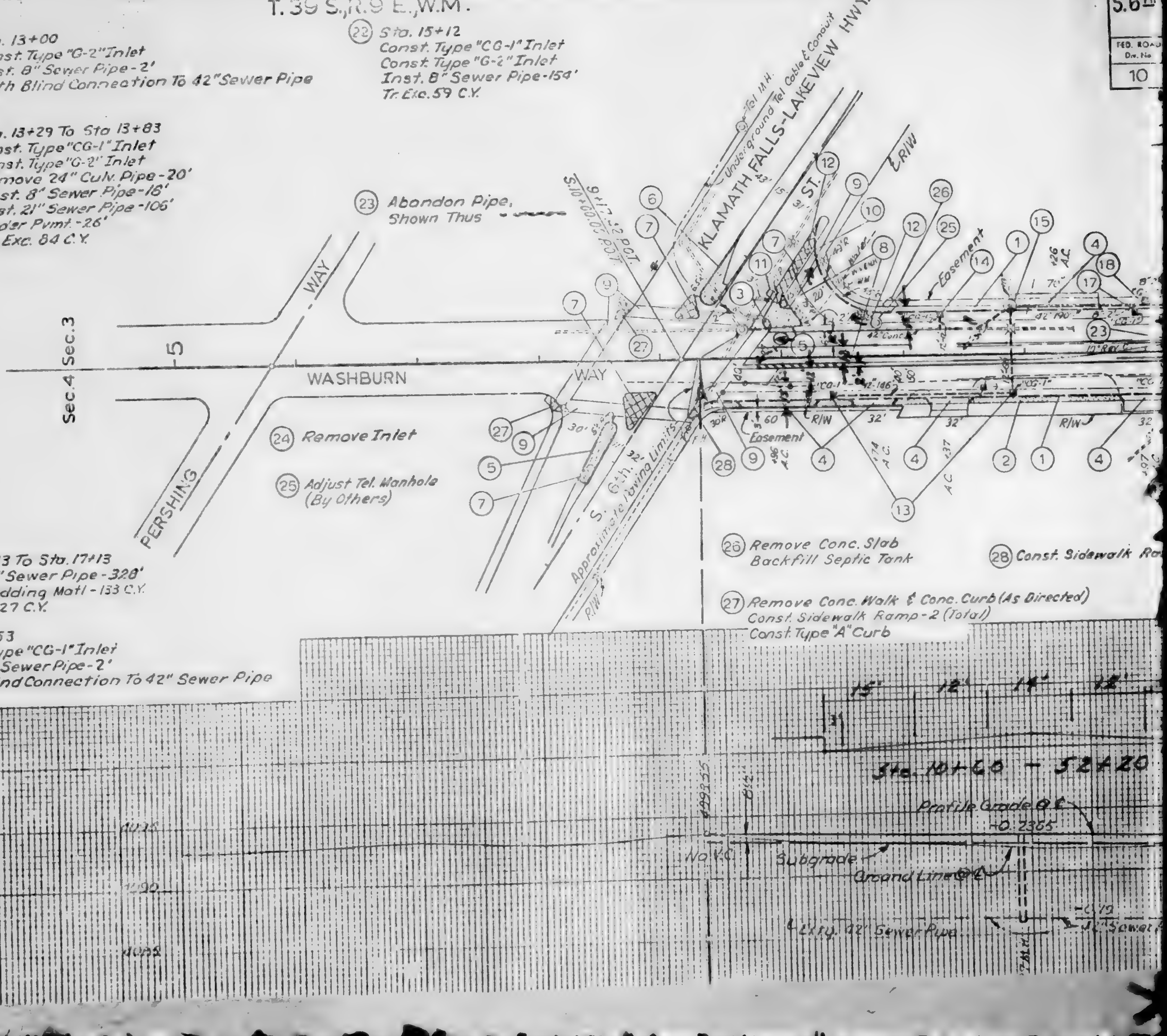
㉔ Remove Inlet

㉕ Adjust Tel. Manhole (By Others)

㉖ Remove Conc. Slab
Backfill Septic Tank

㉗ Remove Conc. Walk & Conc. Curb (As Directed)
Const. Sidewalk Ramp - 2 (Total)
Const. Type "A" Curb

㉘ Const. Sidewalk Ra


KLAMATH FALLS-LAKEVIEW HWY.
Underground Tel. Cable & Conduit
Tel. M.H.
ST.
R/W
Easement
WASHBURN
WAY
PERSHING
WAY
S. 6th.
Approximate Paving Limits
S. 10+00.05 P.O.T.
9+17.42 P.O.T.
Sec. 4
Sec. 3
5
F.H.
30'R
32'
60
R/W
A.C.
42" Conc.
12" RCP
"CG-1"
Sta. 10+60 - 52+20
Profile Grade @ ℄
-0.2365
No V.C.
Subgrade
Ground Line @ ℄
Exist. 42" Sewer Pipe
4125
4120
4115
15'
12'
14'
12'

S.6th St.-Hilyard
MIDLAND
KLAMATH

| FED ROAD Div. No. | STATE |
|---|---|
| 10 | OREGON |

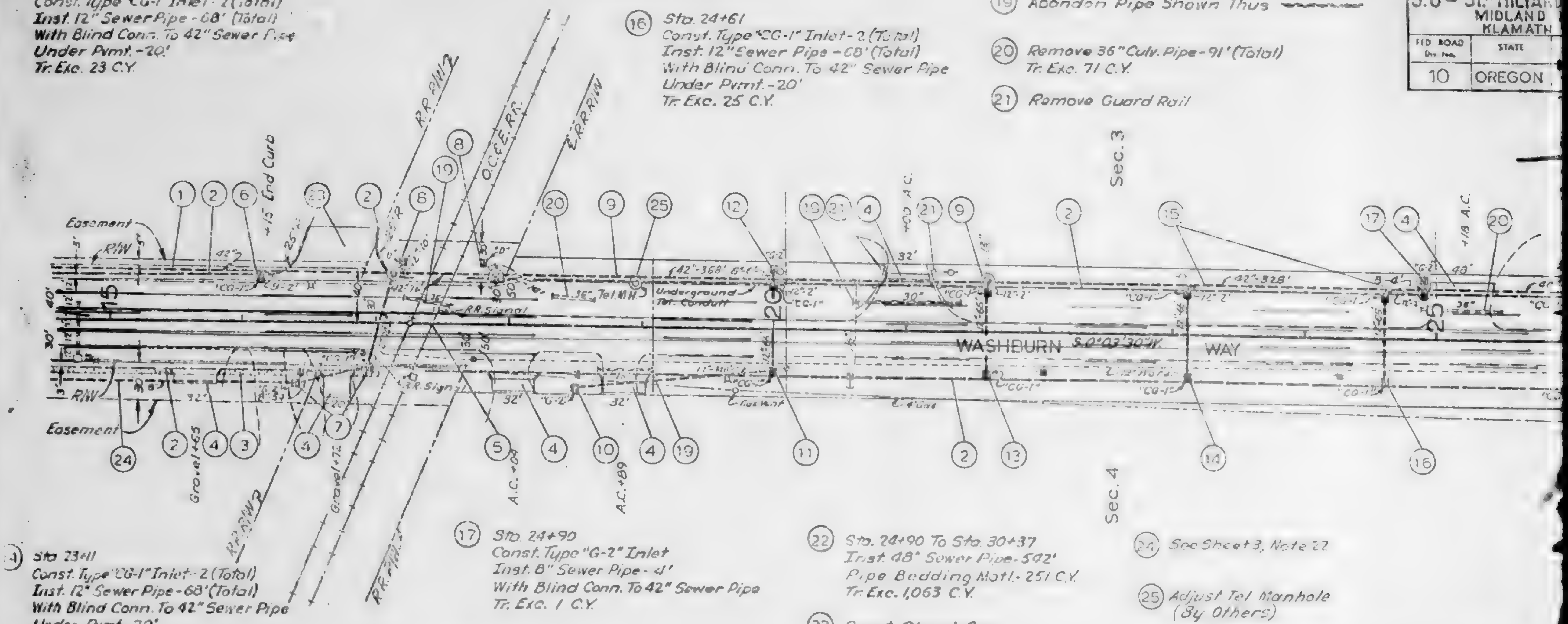
3) Sta. 21+61
Const. Type "CG-1" Inlet - 2 (Total)
Inst. 12" Sewer Pipe - 68' (Total)
With Blind Conn. To 42" Sewer Pipe
Under Pvmt. - 20'
Tr. Exc. 23 C.Y.

⑯ Sta. 24+61
Const. Type "CG-1" Inlet - 2 (Total)
Inst. 12" Sewer Pipe - 68' (Total)
With Blind Conn. To 42" Sewer Pipe
Under Pvmt. - 20'
Tr. Exc. 25 C.Y.

⑲ Abandon Pipe Shown Thus

⑳ Remove 36" Culv. Pipe - 91' (Total)
Tr. Exc. 71 C.Y.

㉑ Remove Guard Rail



Easement
R/W
15
40'
30'
+15 End Curb
Gravel +65
Gravel +72
R.R. R/W 2
O.C.&E. RR.
E.R.R. R/W
R.R. Signal
36" Tel. M.H.
Underground Tel. Conduit
42"-368'
20
WASHBURN S.0°03'30"W. WAY
42"-328'
25
A.C. +04
A.C. +89
+00 A.C.
+18 A.C.
Sec. 3
Sec. 4
① ② ⑥ ㉓ ② ⑥ ⑲ ⑧ ⑳ ⑨ ㉕ ⑫ ⑲ ㉑ ④ ㉑ ⑨ ② ⑮ ⑰ ④ ⑳
㉔ ② ④ ③ ④ ⑦ ⑤ ④ ⑩ ④ ⑲ ⑪ ② ⑬ ⑭ ⑯

4) Sta 23+11
Const. Type "CG-1" Inlet - 2 (Total)
Inst. 12" Sewer Pipe - 68' (Total)
With Blind Conn. To 42" Sewer Pipe
Under Pvmt. - 20'
Tr. Exc. 25 C.Y.

⑰ Sta. 24+90
Const. Type "G-2" Inlet
Inst. 8" Sewer Pipe - 4'
With Blind Conn. To 42" Sewer Pipe
Tr. Exc. 1 C.Y.

㉒ Sta. 24+90 To Sta. 30+37
Inst. 48" Sewer Pipe - 542'
Pipe Bedding Matl. - 251 C.Y.
Tr. Exc. 1,063 C.Y.

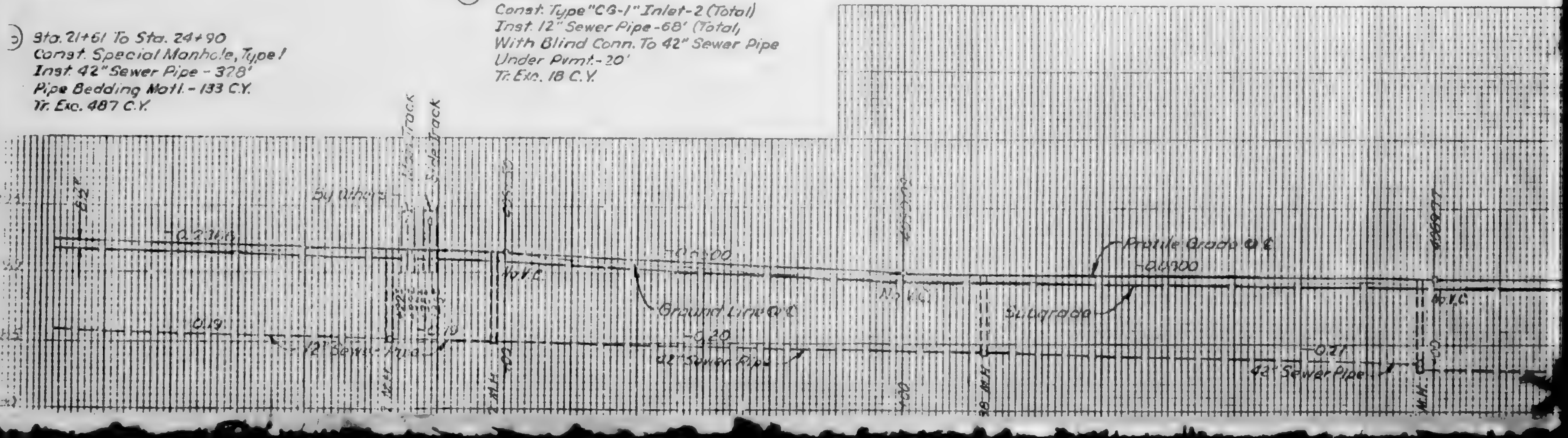
㉓ Const. Street Conn.

㉔ See Sheet 3, Note 22

㉕ Adjust Tel. Manhole
(By Others)

) Sta. 21+61 To Sta. 24+90
Const. Special Manhole, Type I
Inst. 42" Sewer Pipe - 328'
Pipe Bedding Matl. - 133 C.Y.
Tr. Exc. 487 C.Y.

⑱ Sta. 26+11
Const. Type "CG-1" Inlet - 2 (Total)
Inst. 12" Sewer Pipe - 68' (Total,
With Blind Conn. To 42" Sewer Pipe
Under Pvmt. - 20'
Tr. Exc. 18 C.Y.



By Others
Main Track
Side Track
-0.2344
-0.0100
Profile Grade @ ℄
-0.0100
V.C.
Ground Line @ ℄
Subgrade
0.19
12" Sewer Pipe
-0.20
42" Sewer Pipe
-0.21
42" Sewer Pipe
M.H.

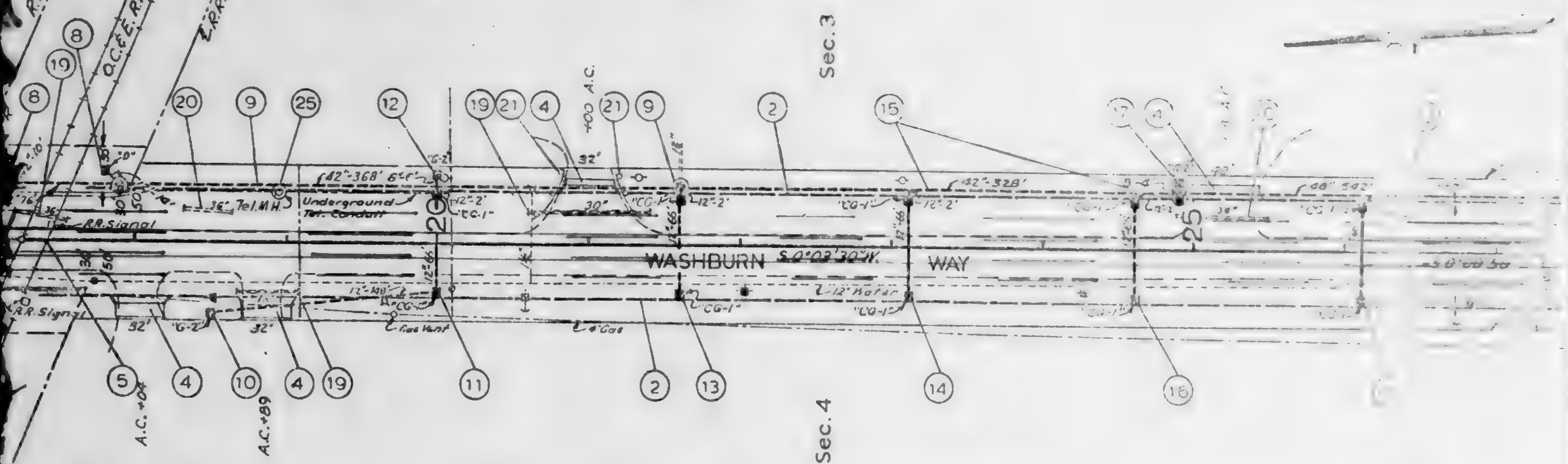
| | | | |
|---|---|---|---|
| S. 6th St.-HILYARD AVE.<br>MIDLAND HIGH.<br>KLAMATH COU | | | |
| FED. ROAD DIV. NO. | STATE | | FISCAL YEAR |
| 10 | OREGON | STA | |

⑯ Sta. 24+61
Const. Type "CG-1" Inlet-2 (Total)
Inst. 12" Sewer Pipe - 68' (Total)
With Blind Conn. To 42" Sewer Pipe
Under Pvmt. - 20'
Tr. Exc. 25 C.Y.

⑲ Abandon Pipe Shown Thus

⑳ Remove 36" Culv. Pipe - 91' (Total)
Tr. Exc. 71 C.Y.

㉑ Remove Guard Rail


R.R. R/W 2
O.C.&E. R.R.
L.R.R. R/W
8
19
20
9
25
12
19
21
4
21
9
2
15
17
4
+00 A.C.
42"-368' 6"-C"
36" Tel.M.H.
Underground Tel. Conduit
R.R. Signal
20
"CG-1"
12"-2'
32'
30"
42"-328'
48"-542'
25
WASHBURN S.0°03'30"W. WAY
12" Water
Gas Vent
4" Gas
"G-2"
"CG-1"
Sec. 3
Sec. 4
5
4
10
4
19
11
2
13
14
16
A.C.+04
A.C.+89

⑰ Sta. 24+90
Const. Type "G-2" Inlet
Inst. 8" Sewer Pipe - 4'
With Blind Conn. To 42" Sewer Pipe
Tr. Exc. 1 C.Y.

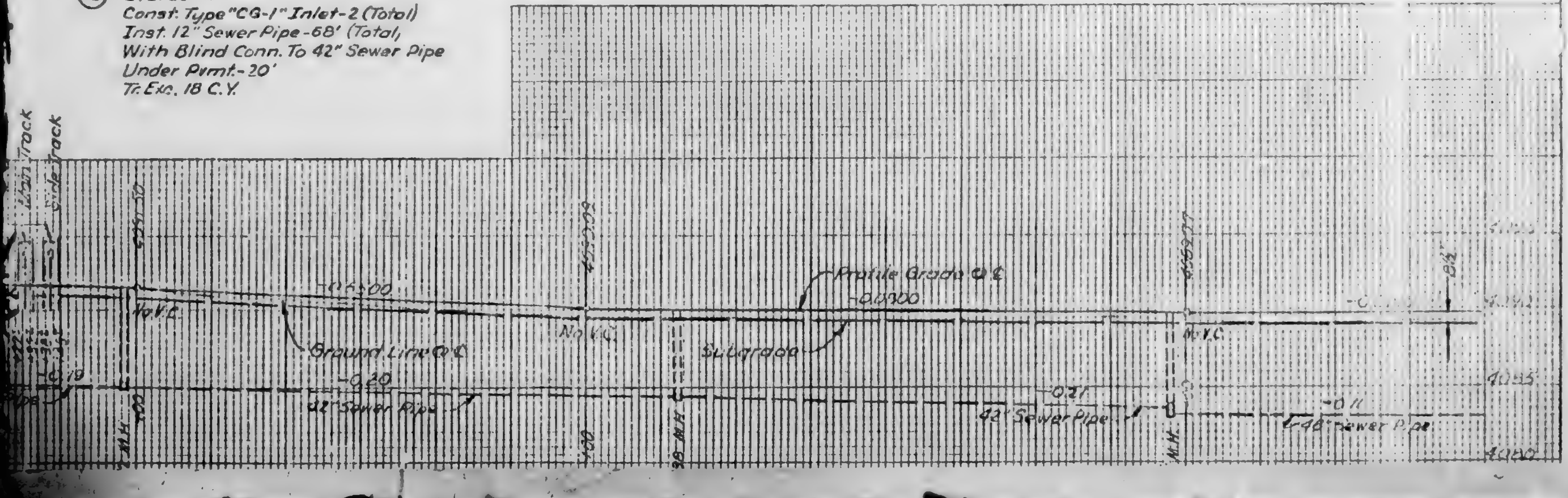
⑱ Sta. 26+11
Const. Type "CG-1" Inlet-2 (Total)
Inst. 12" Sewer Pipe - 68' (Total,
With Blind Conn. To 42" Sewer Pipe
Under Pvmt. - 20'
Tr. Exc. 18 C.Y.

㉒ Sta. 24+90 To Sta. 30+37
Inst. 48" Sewer Pipe - 542'
Pipe Bedding Matl. - 251 C.Y.
Tr. Exc. 1,063 C.Y.

㉓ Const. Street Conn.

㉔ See Sheet 3, Note 22

㉕ Adjust Tel. Manhole
(By Others)


Main Track
Side Track
Profile Grade @ ℄
-0.0300
Ground Line @ ℄
Subgrade
No V.C.
No V.C.
No V.C.
-0.20
-0.21
-0.11
42" Sewer Pipe
42" Sewer Pipe
48" Sewer Pipe
M.H.
M.H.
M.H.
+00
8½
4095
4090

S.6TH ST.-HILYARD
MIDLAND H
KLAMATH

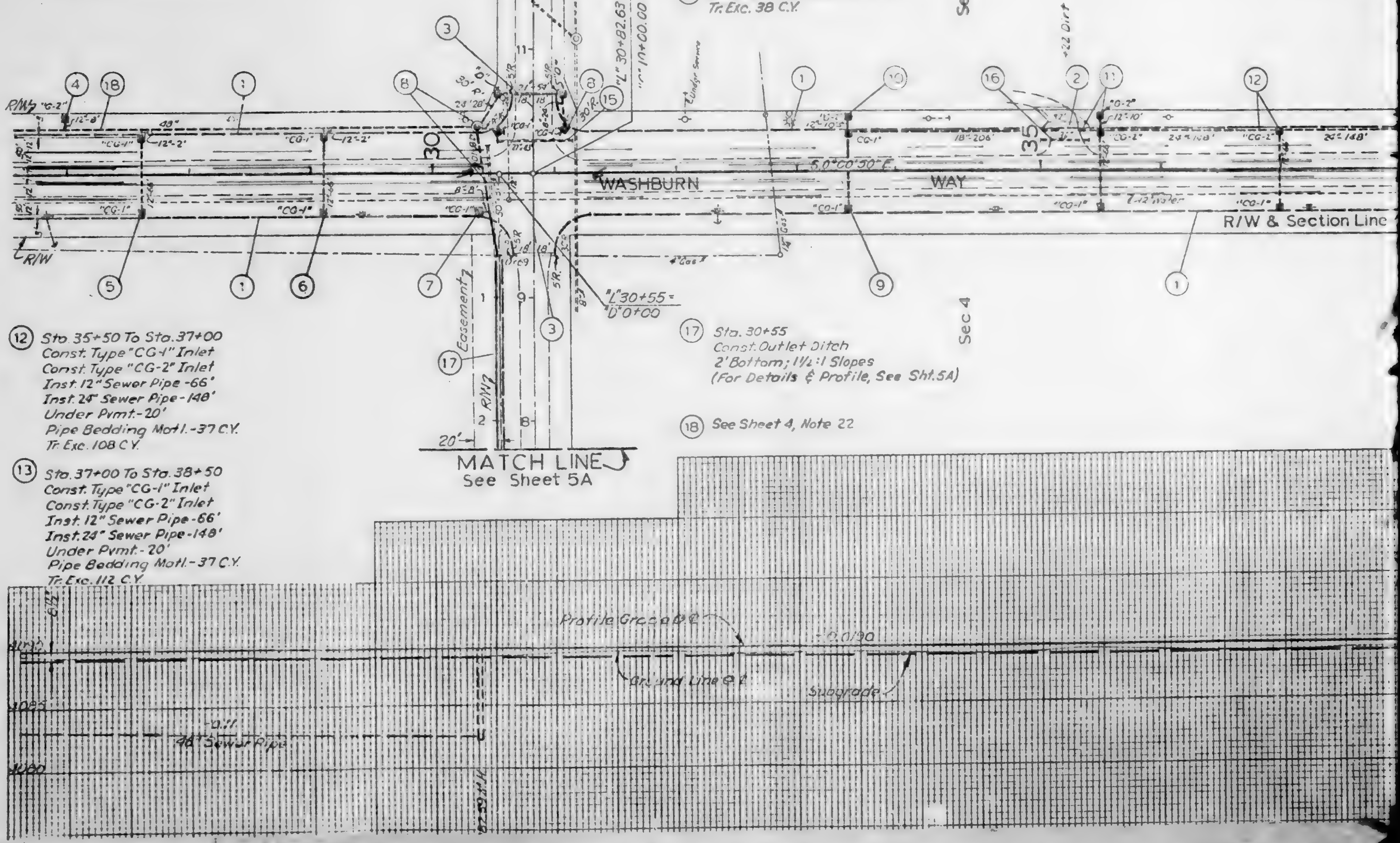
| FED. ROAD Div No. | STATE |
|---|---|
| 10 | OREGON |

⑪ Sta 33+43 To Sta 35+00
Const. Type "CG-1" Inlet
Const. Type "CG-2" Inlet
Const. Type "G-2" Inlet
Inst. 12" Sewer Pipe-76' (Total)
Inst 18" Sewer Pipe-206'
Under Prmt.-20'
Pipe Bedding Matl.-43 C.Y.
Tr. Exc. 117 C.Y.

⑭ Sta. 38+50 To Sta. 40+00
Inst. 24" Sewer Pipe-148'
Pipe Bedding Matl.-37 C.Y.
Tr. Exc. 104 C.Y.

⑮ Abandon Pipe Shown Thus

⑯ Remove 36" Culv. Pipe-41'
Tr. Exc. 38 C.Y.


R/W
"C" LINE
CROSBY AVE.
R/W
"L" 30+82.63 =
"C" 10+00.00
Sec. 3
Sec 4
WASHBURN
WAY
S.0°00'30"E.
R/W & Section Line
30
35
"L" 30+55 =
"D" 0+00
Easement
R/W
20'
MATCH LINE
See Sheet 5A
"CG-1"
"CG-2"
"G-2"
18"-206'
24"-148'
12"-10'
12"-2'
12"-8'
+22 Dirt
Under Sewer
Gas
Water
Profile Grade @ ℄
Ground Line @ ℄
Subgrade
-0.0190
-0.11
48" Sewer Pipe
1090
1085
1080
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
⑰
⑱

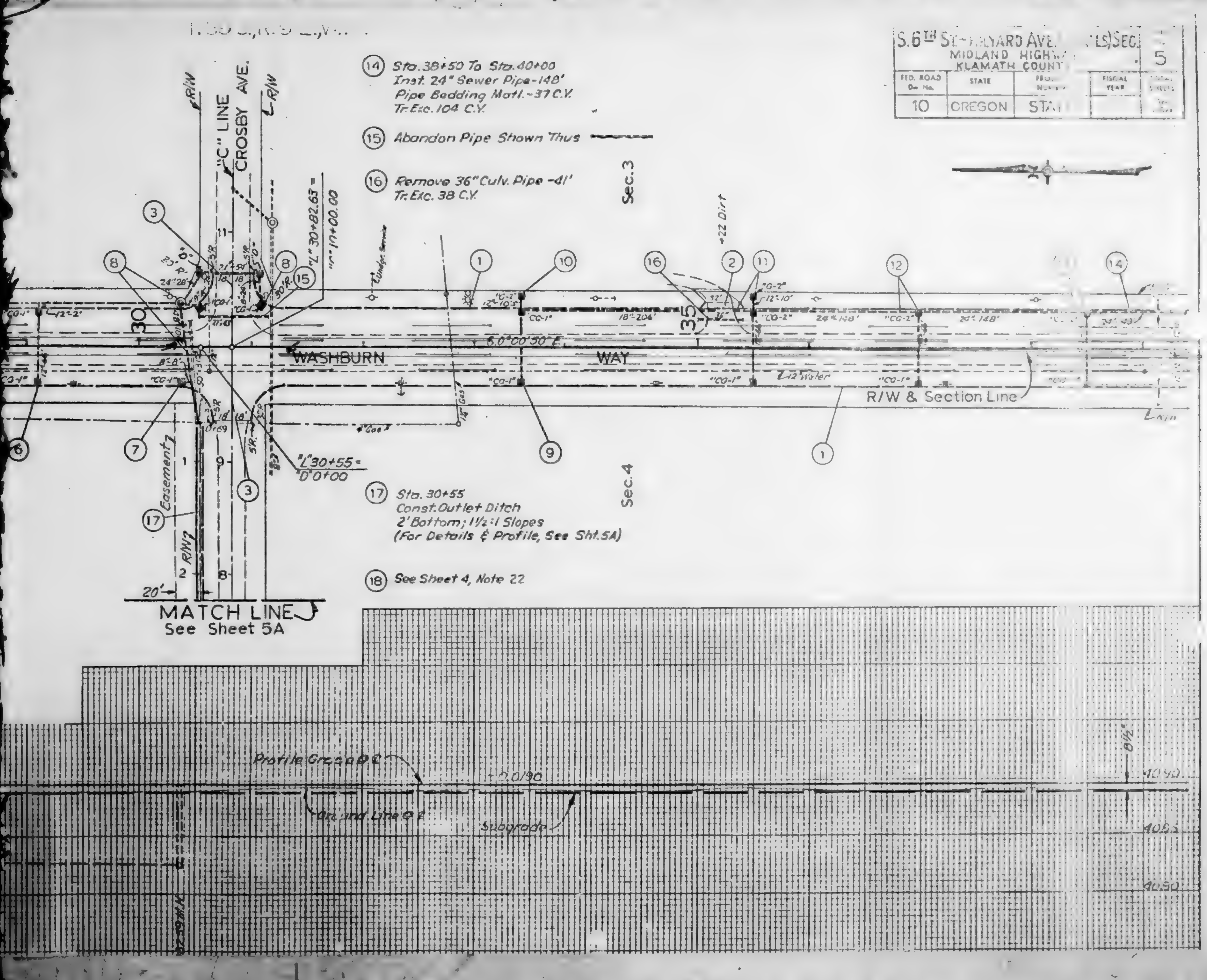
⑫ Sta. 35+50 To Sta. 37+00
Const. Type "CG-1" Inlet
Const. Type "CG-2" Inlet
Inst. 12" Sewer Pipe-66'
Inst. 24" Sewer Pipe-148'
Under Prmt.-20'
Pipe Bedding Matl.-37 C.Y.
Tr. Exc. 108 C.Y.

⑬ Sta. 37+00 To Sta. 38+50
Const. Type "CG-1" Inlet
Const. Type "CG-2" Inlet
Inst. 12" Sewer Pipe-66'
Inst. 24" Sewer Pipe-148'
Under Prmt.-20'
Pipe Bedding Matl.-37 C.Y.
Tr. Exc. 112 C.Y.

⑰ Sta. 30+55
Const. Outlet Ditch
2' Bottom; 1½:1 Slopes
(For Details & Profile, See Sht. 5A)

⑱ See Sheet 4, Note 22

| S.6TH ST.–[illegible]YARD AVE. [illegible](LS)SEC.<br>MIDLAND HIGHW[illegible]<br>KLAMATH COUNT[illegible] | | | | 5 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PRO. NUMBER | FISCAL YEAR | [illegible] |
| 10 | OREGON | STA[illegible] | | [illegible] |



"C" LINE
CROSBY AVE.
R/W
R/W
WASHBURN
WAY
S.0°00'30"E.
R/W & Section Line
30
35
Sec.3
Sec.4
"L" 30+82.63 =
"C" 10+00.00
"L" 30+55 =
"D" 0+00
+22 Dirt
12" Water
4" Gas
14" Gas
Easement
R/W
20'
"CG-1"
"CG-2"
"CO-1"
"CO-2"
18" 206'
24" 148'
24" 148'
12"-10'
12"-10.5'
24" 28'
1
2
3
6
7
8
9
10
11
12
14
15
16
17
MATCH LINE
See Sheet 5A
Profile Grade @ ℄
Ground Line @ ℄
Subgrade
+0.0190
8½"
4090
4085
4080

⑭ Sta. 38+50 To Sta. 40+00
Inst. 24" Sewer Pipe-148'
Pipe Bedding Matl.-37 C.Y.
Tr. Exc. 104 C.Y.

⑮ Abandon Pipe Shown Thus

⑯ Remove 36" Culv. Pipe -41'
Tr. Exc. 38 C.Y.

⑰ Sta. 30+55
Const. Outlet Ditch
2' Bottom; 1½:1 Slopes
(For Details & Profile, See Sht. 5A)

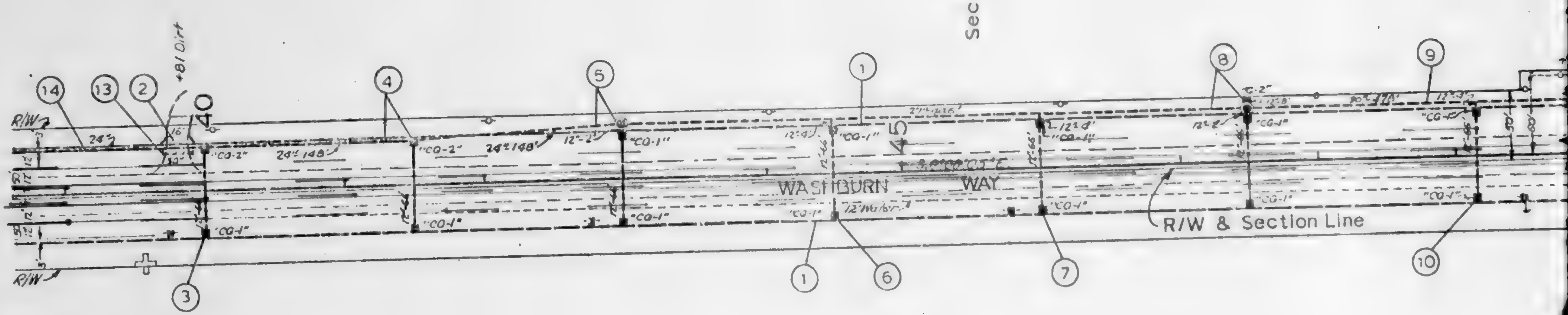
⑱ See Sheet 4, Note 22

S.6 – St.-Hilyar
MIDLAND
KLAMAT

| Fed. Road Div. No. | STATE |
|---|---|
| 10 | OREGON |

T. 39 S., R. 9 E., W.M.

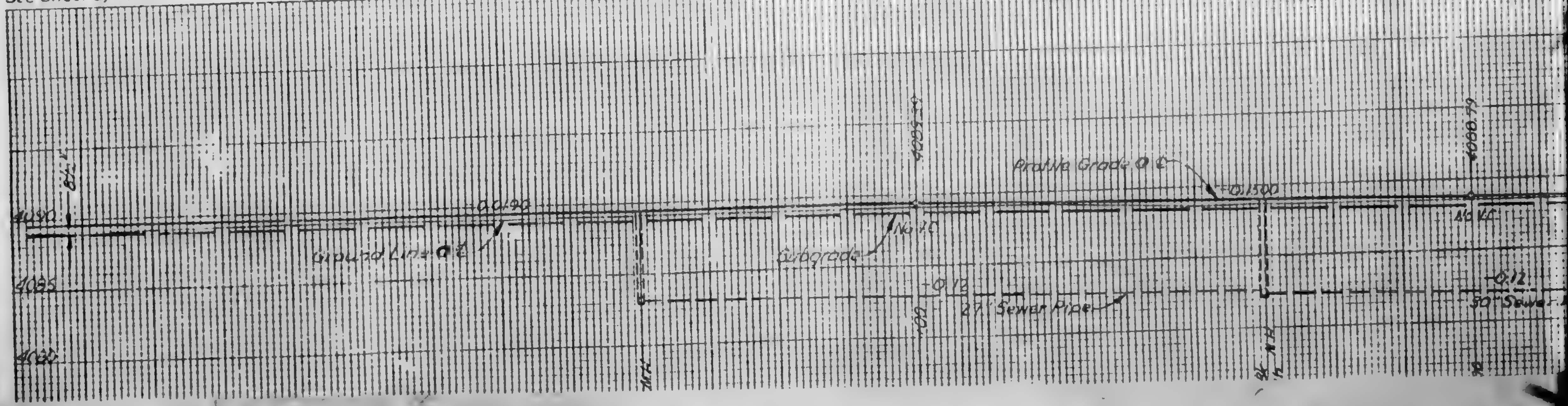
⑪ Sta. 50+82
Const. Type "G-2" Inlet
Remove 36" Culv. Pipe - 40'
Inst. 8" Sewer Pipe - 16'
With Blind Conn. To 30" Sewer Pipe
Tr. Exc. 40 C.Y.


Sec. 3
Sec. 4
+81 Dirt
40
45
R/W
24"
16'
10'
"CG-2"
24" 148'
12"-2'
"CG-1"
27" 216'
12" 8'
12" 4'
12"-8'
"G-2"
30" 37A'
12" 3'
12" 66'
WASHBURN WAY
R/W & Section Line
(14) (13) (2) (4) (5) (1) (8) (9) (3) (1) (6) (7) (10)

⑫ Sta. 50+82
Const. Type "CG-1" Inlet - 2 (Total)
Inst. 12" Sewer Pipe - 70' (Total)
With Blind Conn. To 30" Sewer Pipe
Under Pvmt. - 21'
Tr. Exc. 24 C.Y.

⑬ Remove 30" Culv. Pipe - 20'
Tr. Exc. 11 C.Y.

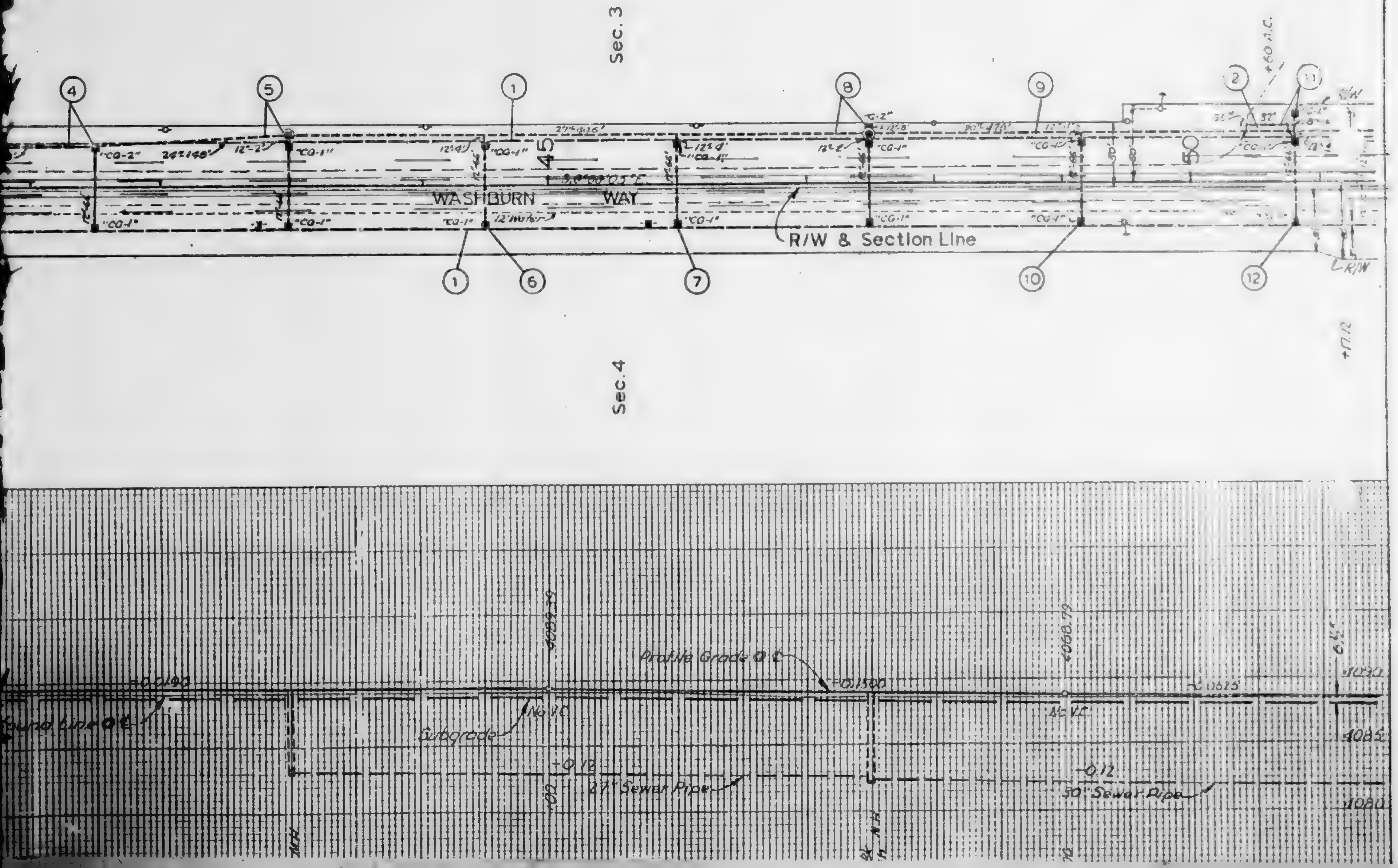
⑭ See Sheet 5, Note 14


4090
4085
4080
-0.0190
Ground Line @ ℄
No. ℄
Subgrade
-0.12
27" Sewer Pipe
Profile Grade @ ℄
+0.1500
4088.79
-0.12
30" Sewer
M.H.
60

T.39 S., R.9 E., W.M.

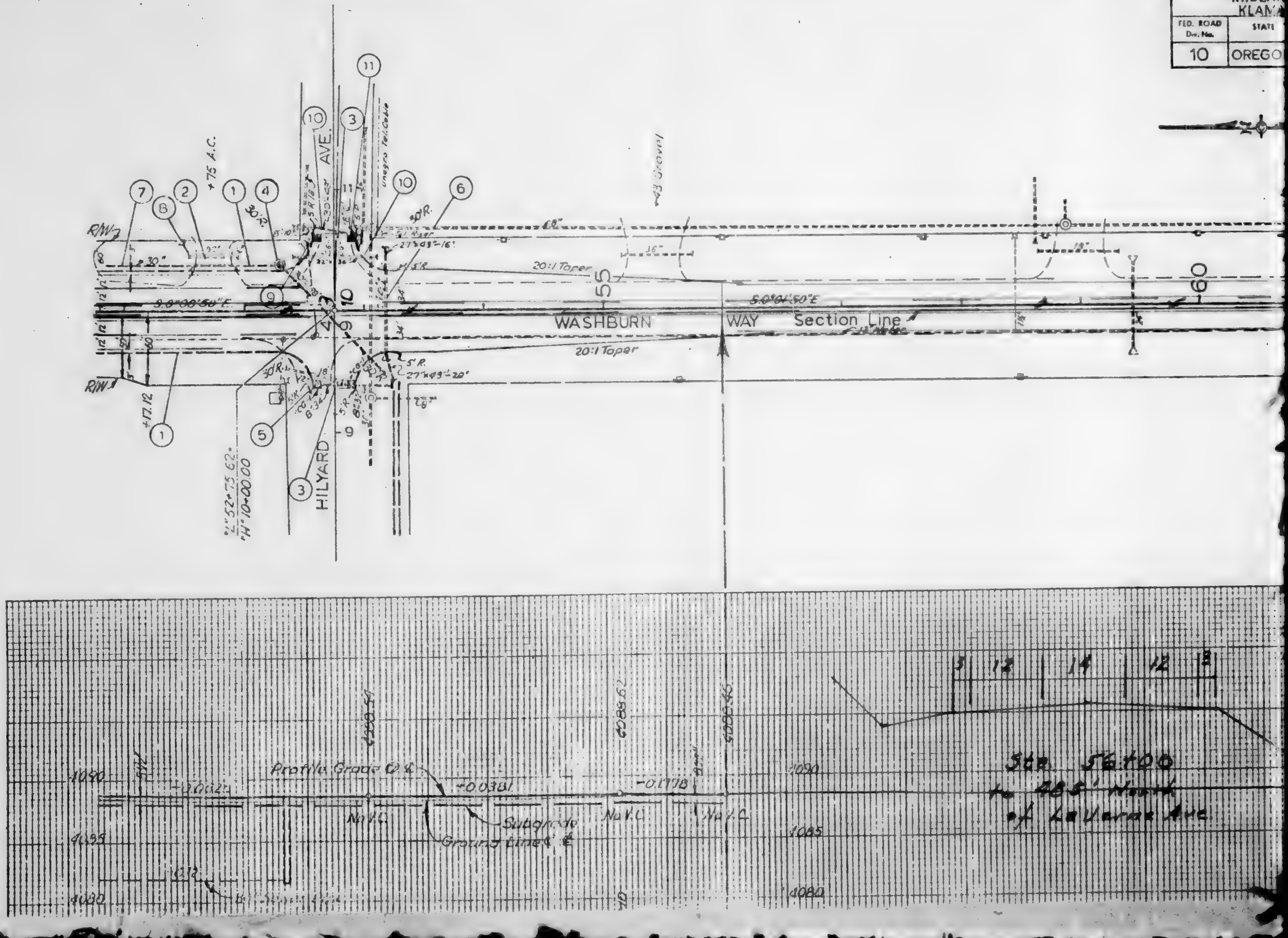
**S.6TH ST.-HILYARD AVE. (K.FALLS) SEC.**
MIDLAND HIGHWAY
KLAMATH COUNTY

| F.U. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET No. 6<br>TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OREGON | STATE | | See Index |


Sec. 3
Sec. 4
④
⑤
①
⑧
⑨
②
⑪
⑥
⑦
⑩
⑫
"CO-2"
24" 140'
12"-2'
"CO-1"
12"-4'
27" 216'
12"-8'
"C-2"
30" 178'
45
WASHBURN WAY
12" Water
R/W & Section Line
R/W
+60 A.C.
+17.12
Profile Grade @ ℄
Ground Line @ ℄
Subgrade
No V.C.
-0.0190
+0.1500
-0.0875
+0.12
-0.12
27" Sewer Pipe
30" Sewer Pipe
4088.79
4090
4085
4080
M.H.

| S.6th St.-HILY |  |
|---|---|
| MIDLAN<br>KLAM |  |
| FED. ROAD Div. No. | STATE |
| 10 | OREGO |

T. 39 S., R. 9 E., W.M.

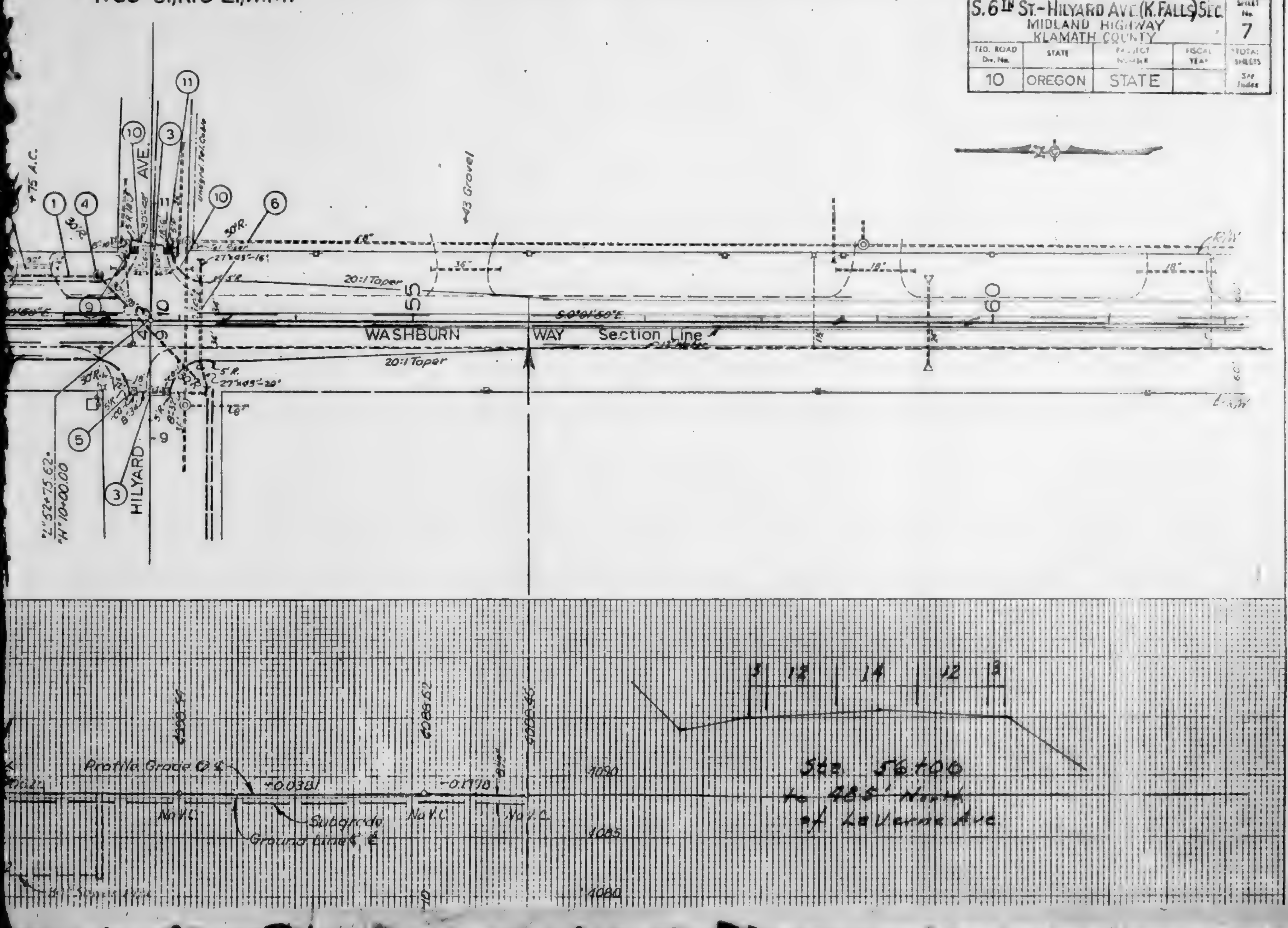

HILYARD
AVE.
WASHBURN
WAY
Section Line
S.0°01'50"E
S.0°00'50"E
20:1 Taper
20:1 Taper
55
60
9
10
R/W
R/W
+75 A.C.
+17.12
"L" 52+75.62 = "H" 10+00.00
30'R.
5'R.
36'
19'
Unagra Tel. Cable
43 Gravel
1
2
3
4
5
6
7
8
9
10
11
Profile Grade ℄
Subgrade
Ground Line ℄
No V.C.
+0.0381
-0.1778
4090
4085
4080
4088.62
3
12
14
12
3

Sta. 56+00 to 285' North of LaVerne Ave

13V-22

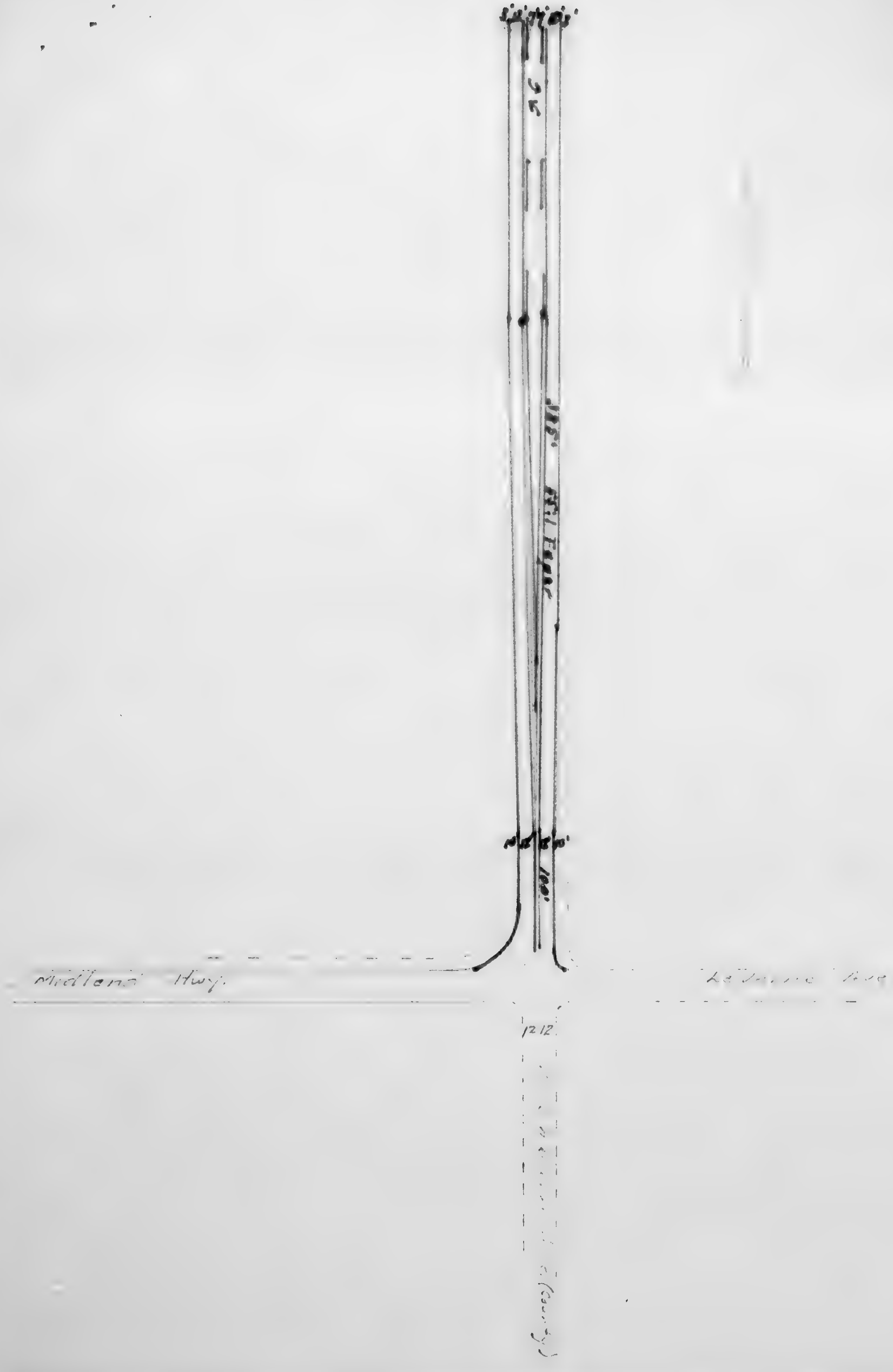
| S. 6th St.-Hilyard Ave. (K. Falls) Sec.<br>MIDLAND HIGHWAY<br>KLAMATH COUNTY | | | | Sheet No. 7 |
|---|---|---|---|---|
| Fed. Road Div. No. | State | Project Number | Fiscal Year | Total Sheets |
| 10 | OREGON | STATE | | See Index |

T.39 S., R.9 E., W.M.



+75 A.C.
1
4
30'R.
10
AVE.
3
11
Unegrd. Tel. Cable
10
6
30'R.
27°43'-16'
20:1 Taper
+43 Gravel
36"
55
18"
18"
60
R/W
9
10
WASHBURN
WAY
Section Line
S.0°01'50"E.
20:1 Taper
27°43'-20°
5'R.
30'R.
5
3
HILYARD
9
"L" 52+75.62=
"H" 10+00.00
L/W
18"
Profile Grade ℄
+0.0381
-0.1778
No V.C.
No V.C.
No V.C.
Subgrade
Ground Line ℄
4088.62
4090
4085
4080
5
12
14
12
13
10

Sta. 56+00 to 485' North of LaVerne Ave


116' Fill Taper
100'
Midland Hwy.
1212
(County)

Klamath Falls

S. 6th St.-Hilyard Ave. (Klamath Falls)

HIGHWAY: Midland

PREFIX: 118-0501

CONTRACT NO. 8407

COUNTY: Klamath

# REPORT ON CAST IN PLACE CONCRETE PIPE

This report will pertain to the construction of 739 lineal feet of 24-inch & 754 lineal feet of 30-inch cast in place concrete pipe.

To our knowledge this is the second time the OSHD has used cast in place concrete pipe on any of our projects. The first project being S. E. Foster Rd.-S. E. Causey Avenue contracted in 1972. The second being this project. In addition the city of Eugene and the state of California have used this type of pipe on their project.

This project was awarded to Stukel Rock & Paving, Inc. of Klamath Falls. They in turn subcontracted the drainage items to Shur-Way Contractors Inc. of Eugene. This latter contracting firm being the company that has done previous cast in place type pipe for the City of Eugene.

The two contracting firms requested permission to use cast in place concrete pipe in lieu of pre-cast pipe. After an investigation of the soils by the Region Geologist, negotations were made and it was agreed to proceed at a price reduction of approximately 5 percent.

The cast in place pipe machines are owned by W. M. Lynch Co. of Dixon, California and let out on a rental basis. The machines are not adjustable for the various pipe diameter, so for each size of pipe a different machine is used.

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE APR 22 1977 RDE
RSO REGION 4 RBE
ASSIGNED_______________

The pipe trench is excavated with a concave bucket leaving the edge of the trench as the outer form. The Lynch machine is then placed in the trench and a dead man placed out ahead as the machines are self propelled. Photo's are being submitted which show the trenching bucket, the dead man and the machines.

A 3/4" mix design (6.3 sack) was used and we determined immediately the fine aggregate (sand) and the slump are the controlling factors. The sand content should be 45 to 47 percent and the slump at 2-inches. Any deviations from these two factors causes problems. After the pipe is placed it is covered with plastic for curing and after the inside forms are removed a small amount of water is placed inside for curing. From the mentioned mix design we obtained strength of 4,500 to 5,000 PSI.

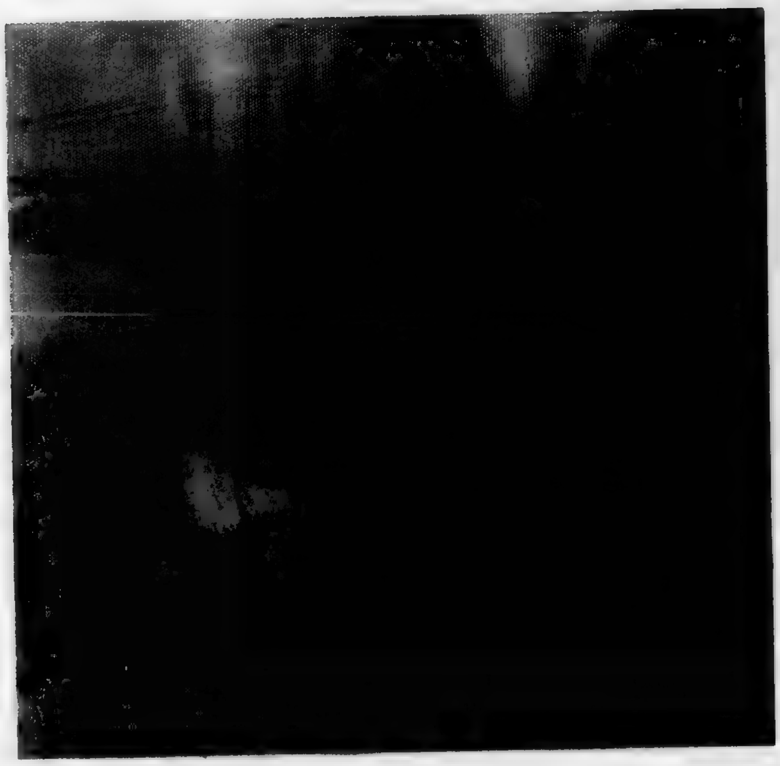
The cast in place pipe does have some advantages: These being, cheaper installation costs, no joints and you can place it in a curved trench without using any manholes.

Photo's, Specifications and other literature are being submitted which very well defines the various characteristics of cast in place type concrete pipe.

E J Dunn

E. J. Dunn

Resident Engineer

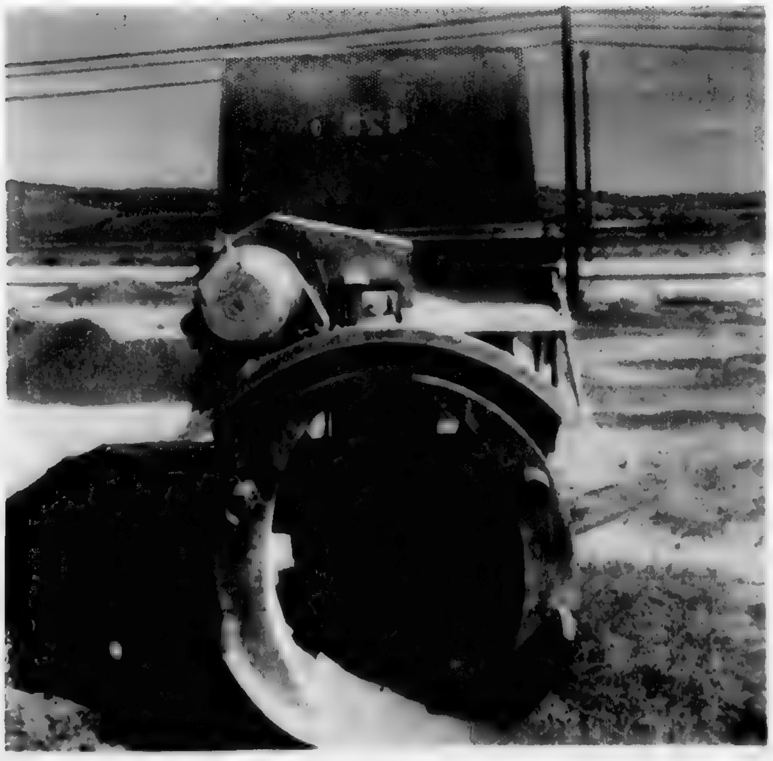


Barrel-Note rollers-slip forms ride on outside

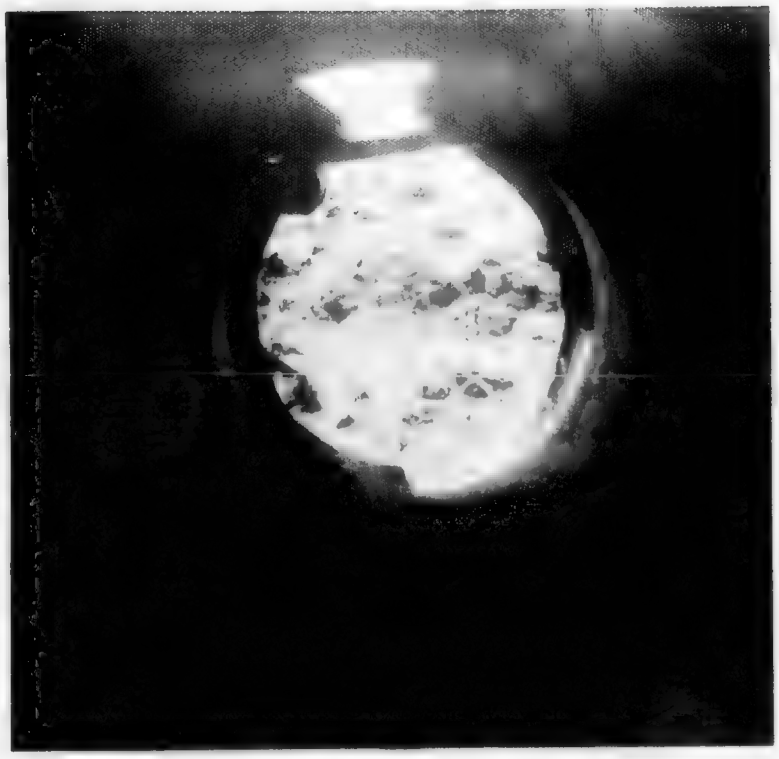
Slip Form-Note hook on one end and eye on the other end, to fasten sections together.

[illegible]

[illegible]



Rear end of engine



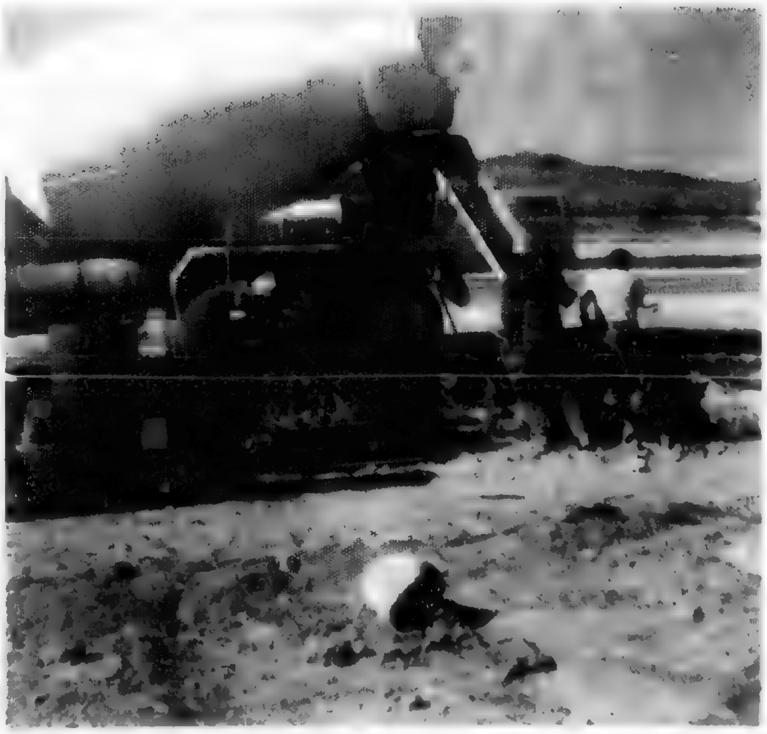
View back from inside "H"
machine—note very cramped
[illegible] to
work in.

View of "H" machine from rear
showing barrel & small work
area for finisher.

Section of [illegible]
main

Trench, [illegible] machine
[illegible] line

[illegible]



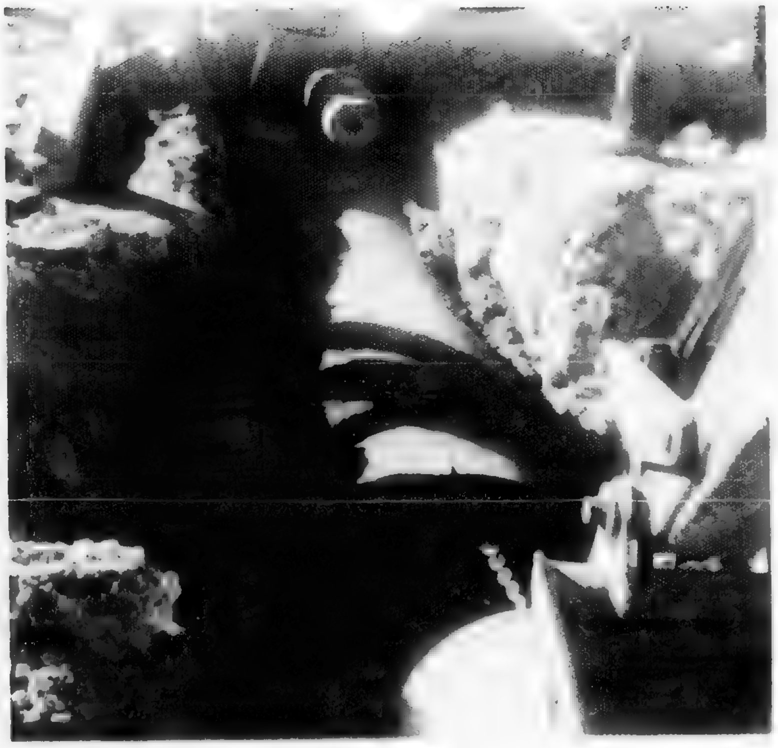
[illegible]

Letting down [illegible]
of trench

[illegible]

[illegible]

[illegible]



[illegible]

[illegible], in trench
[illegible]

View back of deadman and cable

[illegible]

[illegible]

[illegible]

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: 118-1301

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
September 29, 1976

R. J. VanCleave

FROM: R. J. VanCleave
Regional Geologist

TO: R. A. Sandmann
Regional Construction Engineer

SUBJECT: S. 6th St.-Hilyard Avenue
Trench Investigation
Cast-in-place concrete pipe

ROE RE RME RCE FAE
RECEIVED ENV
RTE
RUE SEP 29 1976 RDE
RSO REGION 4 RBE
ASSIGNED

Test pits to evaluate the condition of in-place-material along the flow line of the proposed Cast-in-Place Concrete Pipe was done on September 28, 1976. Following are the results:

Sta. 22. 42" pipe required. This pit was dug last week and allowed to stay open. The bottom is at the flow line of the pipe. At present there is 24" of water standing in it. There is 36" of sandy silty clay natural material encountered above the flow line.

Sta. 24+50. 42" pipe required. Test pit was dug to flow line of pipe with water flowing in 6" above the bottom. Four feet of in-place silty clay with some sand was encountered. Three hours later there was 17" of water standing in pit.

Sta. 26+00 - 48" pipe required. This pit was dug last week to flow line and allowed to stay open. Depth of water at present is 26" deep and 4' of silty clay material is exposed in pit walls from the trench floor.

Sta. 29+00 - 48" pipe required. Test pit was dug 15" below flow line. Water seepage on right side is coming from the old open ditch that was filled in. Water on the left side is coming from a higher water table. After 3 hours,18" of water was standing in pit which is 3" above flow line. 4' of natural silty clay is exposed on left side of trench and 3' is exposed on right side.

Sta. 36+50 - 24" pipe required. Test pit dug to flow line. Left side of trench shows 23" of silty clay natural material, while the right side shows only 10". No water was present at time of digging, but after 3 hrs. 10 minutes, 1.5 inches had collected in the pit.

Sta. 40+50 - 24" pipe required. Test pit dug one foot below flow line. Both sides of trench showed 26" of cohesive silty clay with some sand. No free water present at time of digging, but after 3 hours 15 minutes, 2" had collected in the pit.

Sta. 43+50 - 27" pipe required. Old test pit dug to flow line. Moist silty clay is exposed for 21". Material is dry above 24" No waster was in the pit.

Sta. 46+00 - 27" pipe required. Observation at this site was in a cross trench 2' right and .6 above the proposed pipe flow line. 24" of silty clay was exposed, and no free water encountered.

Following are areas of pipe installation showing pipe size and depth of cohesive natural silty clay material needed to obtain trench wall coverage for the 210° pipe radius specification.

| | | |
|---|---|---|
| Sta 11+60 - 24+90<br>(S 6th.St. Sta 10 - RR Crossing Sta. 17) | 42" pipe | depth 28.5" |
| Sta 24+90 - 30+37 (Crosby St.) | 48" pipe | depth 33.0" |
| Sta 33+43 - 35+00 | 18" pipe | |
| Sta 35+50 - 43+00 | 24" pipe | depth 17.0" |
| Sta 43+00 - 47+50 | 27" pipe | depth 20.5" |
| Sta 47+50 - 52+31 (Hilyard St.) | 30" pipe | depth 20.5" |

General description:

From S. 6th. st to Sta. 28, the new storm sewer trench will be outside the existing open ditch, and have enough depth of cohesive soils to take care of the 210° pipe radius. Sta. 28 - 30+37 (Crosby St.) the Rt side of the trench may be encroached upon in some places by backfilled material from the open ditch.

Sta 35+50 - 41+00. The right side of trench will just barely be outside the backfilled old ditch. Sta 41+00 to Sta 49, the new trench will be outside of the old ditch. But because of the dry condition, if any backfill material is encountered, no problem should exist to obtain coverage of good material for the 210° pipe radius. Sta. 49 - Sta 52+31 right side of new trench will be in the backfilled open ditch.

The Contractor informed me that if he was allowed to use case-in-place pipe he would start construction in the following manner.

1. Install 24 and 30" pipe from Crosby St. to Hilyard.
2. Install 42 and 48" pipe from the railroad crossing to Crosby St.
3. Consider the time of year when he can get on the property between South Sixth St. and the railroad track and consider the condition at that time. He may use pre cast pipe if it is real late in the winter.

The contractor also said that if the State so desires, a specification can be written that a time limit of 4-8 hours be required on how long the trench will be open for installation of the pipe.

Recommendation:

1. The Contractor be allowed to use 24" and 30" cast-in-place concrete pipe between Crosby Street and Hilyard Street.

2. The Contractor be allowed to use 42" and 48" cast-in-place concrete pipe between the railroad tracks and Crosby Street, provided he can demonstrate to the Resident Engineer he can take care of the water.

3. That the 42" pipe between S. 6th. St. and the railroad tracks be pre-cast pipe. This is because of the possibility of late installation and the existing buildings setting over the flow line, preventing exploration. Also, if business builds up in the area and their road approaches are over the pipe line, the reinforced pre-cast pipe may be better.

The above recommendation would be acceptable if there is a Price Agreement for a reduction in contract bid costs.

RJV:pw

# CAST-IN-PLACE CONCRETE PIPE

## Description

Scope - This work shall consist of the construction of cast-in-place monolithic concrete pipe in a prepared trench in accordance with these specifications and in reasonably close conformity to the lines, grades and dimensions shown on the plans or established by the engineer.

## Materials

Concrete - The concrete shall be Class "A"/3,300 conforming to the applicable requirements of Section 504 with a maximum aggregate size of 3/4 inch for pipes having nominal diameters of 48 inches or less and a maximum aggregate size of 1 inch for pipes having nominal diameters larger than 48 inches.

A sample of fresh concrete shall be taken for every 50 cu.yd. of concrete used, but not less than one sample for each day's work nor less than one sample for each section of pipe placed in a continuous operation. The sample of fresh concrete shall be sufficient to perform slump and air entrainment determinations and to cast a minimum of three standard compression cylinders, one to be tested at seven days and two to be tested at 28 days.

The concrete strength shall be considered satisfactory if the average of five consecutive sets of strength tests of laboratory cured specimens is equal to or greater than the specified strength, and if not more than 20 percent of the strength tests have values less than the specified strength. For projects requiring fewer than five sets of cylinders, the average of all sets must equal or exceed the specified strength. Pipe represented by unsatisfactory average strength tests shall be further tested by the contractor, at no expense to the State, either by coring or load testing as hereinafter set forth at the contractor's option.

Additional load tests may be performed on any section of pipe at the engineer's option. Such additional load tests shall be performed by the contractor at the expense of the State.

## Construction

Equipment - The pipe shall be constructed with equipment specially designed for constructing cast-in-place monolithic concrete pipe. The equipment shall be acceptable to the engineer and the contractor may be required to furnish evidence of successful operation on other work of the equipment he proposes to use. Equipment not suitable to produce the quality of work required for the pipeline will not be permitted to operate on the work.

Excavation - Excavation shall be performed in conformance with the provisions of Section 206 supplemented and/or modified as follows:

The trench shall be excavated to the lines and grades established by the engineer. The trench shall be of the proper width and the bottom of the trench shall be shaped to conform to the bottom 210 degrees of the external diameter of the pipe to be constructed.

"Where strata or lenses of loose sand, silt or other noncohesive soils are encountered below the contact line of the pipe and the trench wall, the floor and walls of these trenches shall be stabilized by the application of asphalt materials, cement mortar membranes, or other approved methods that will provide a stable surface, or by over-excavation and backfilling with Class A concrete.

"Rock - Where rock is encountered, it shall be removed at least 6 inches below grade of the bottom of the pipe and the over-excavated area backfilled with either (1) 3/4"-0 or 1"-0 crushed aggregate meeting the requirements of subsection 703.07 or (2) Class A Concrete."

Wetting - At the time of concrete placement, all soil adjacent to the pipe shall be sufficiently wet that it does not absorb water from the concrete nor expand upon additional wetting, and the trench shall be stable and completely free of protrusions, mud, debris and standing water.

Placing Concrete - The concrete shall be placed around the full circumference of the pipe by means of traveling forms in either one or two operations. If placed in two operations, the second operation shall follow before the concrete placed in the first operation has taken an initial set. When metal forms are used they shall be of sufficient strength to withstand vibrating or tamping the concrete without causing springing or bulging at any point.

The concrete shall be vibrated, rammed, tamped or worked with suitable appliances until the concrete has been consolidated to the maximum practicable density and is free of rock pockets. The concrete shall completely fill the form.

When placing operations cease for any reason, the end of the pipe shall be left rough with a slope of approximately 45 degrees. The ends of the pipeline shall be covered with suitable material, to maintain a humid condition within the pipe.

Construction joints shall be clean and damp before continuing pipe making operations. Cleaning construction joints shall consist of removing all laitance, loose or defective concrete, coatings, and any other deleterious materials.

After the removal of forms, the inside of all pipe will be inspected and any required repairs shall be made. All porous and fractured concrete shall be removed by chipping openings into the concrete pipe as directed by the engineer. The chipped openings and any holes cut in the pipe for inspection or to facilitate removing the forms shall be repaired by filling with concrete or dry patching mortar and given a smooth finish.

The finished surface of the concrete pipe shall be substantially free of fractures, cracks and surface roughness. If any cracks develop in the pipe within 14 days of pouring, they shall be repaired to the satisfaction of the engineer.

Wall Thickness - The minimum wall thicknesses for the various sizes of cast-in-place concrete pipe shall conform to the following table:

| Internal Diameter | Minimum Wall Thickness |
|---|---|
| 24" | 3" |
| 27" | 3" |
| 30" | 3" |
| 36" | 3-1/2" |
| 42" | 4" |
| 48" | 5" |
| 54" | 5-1/2" |
| 60" | 6" |
| 66" | 6-1/2" |
| 72" | 7" |
| 78" | 7- 1/2" |
| 84" | 8" |
| 96" | 9" |
| 120" | 12" |

Curing and Backfilling - The contractor shall be responsible for proper curing of the concrete and the proper backfilling of the trench. Curing shall be performed in such a manner as to prevent the premature drying of the concrete. Final backfill, and compaction where required, shall not be started until the pipe has developed sufficient strength to support the loads to be imposed.

Testing:

(a) Core Tests - Cores shall be obtained from the pipe by the contractor at locations selected by the engineer. One core shall be taken for each set of cylinders failing to meet the strength requirements. The cores shall have a length to diameter ratio of not less than one. The cores will be tested by the State in conformance to ASTM C 42. The contractor shall patch all core holes in a manner that will be as permanent and as leakproof as the surrounding concrete.

(b) Load Test - Load tests shall be made without disturbing the earth supporting the lower 210 degrees of pipe. The load shall be applied to a four foot length of pipe through a "sand box" in such a manner that carefully placed sand in the sand box forms a bedding equal to the width of 0.7 the inside diameter of the pipe. The depth of the bedding above the pipe at the thinnest point shall be 0.25 the inside diameter of the pipe. The sand box shall not be allowed to come into contact with the pipe or sides of the trench. The sand box shall be filled with sand passing the No. 4 sieve, which shall be clean and containing not less than five percent moisture. The upper surface of the sand shall be struck off level with a straight edge, and shall be covered with a rigid top bearing plate, the lower surface of which is a true plane (± 1/2 inch) made of heavy timbers or other rigid material capable of distributing the test load uniformly without appreciable bending. The test load shall be applied to this test plate by piling weights directly on the bearing plate, by moving heavy equipment of predetermined weight onto the bearing plate or by a hydraulic jack reacting against dead weight in excess of the total test load. The bearing plate shall not be allowed to touch the sides of the sand box. The sand box shall be of metal or dressed timber so heavy as to avoid appreciable bending by the side pressure of the sand. A strip of cloth or plastic film may be attached to the inside of the sand box on each side, along the lower edge, to prevent the escape of the sand between the sand box and pipe. The total load applied to the top of the pipe shall be at least 125 percent of the maximum earth load to which the pipe will be subjected, plus live load based on AASHO HS-20 loading with an impact factor of 2.0. The pipe shall be considered to have failed when a 0.01-inch crack occurs as described in ASTM C 497.

(c) Thickness Tests - The contractor shall, in the presence of the engineer, measure the wall thickness of the pipe at least every 200 lineal feet with individual measurements in the crown and invert staggered at points designated by the engineer. Where thickness is not determined by probes through the fresh concrete, small holes shall be drilled for the purpose. The contractor shall patch all drill holes in a manner that will be permanent and not leak.

(d) Internal Diameter - The internal diameter of the pipe at any point shall not be less than 97 percent of the nominal diameter, and the average of any four measurements of the internal diameter made at 45 degree intervals shall not be less than the nominal diameter.

(e) Offsets - Offsets at form laps and horizontal edges on the interior surface of the pipe shall not exceed 1/2 inch.

## SECTION 63

## CAST-IN-PLACE CONCRETE PIPE

**63-1.01 Description.**—Cast-in-place monolithic concrete pipe shall consist of portland cement concrete placed in a prepared trench at the locations shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

**63-1.02 Materials.**—The pipe shall be constructed of Class A portland cement concrete conforming to the provisions in Section 90, "Portland Cement Concrete."

The combined aggregates for pipes 48 inches or less in diameter shall conform to the grading limits for the one inch, maximum size specified in Section 90-3.04, "Combined Aggregate Gradings." For pipes larger than 48 inches in diameter, the combined aggregates shall conform to the grading limits for the 1 1/2 -inch, maximum size specified in said Section 9-3.04.

Penetration shall not exceed 1 1/2 inches when determined by Test Method No. Calif. 533.

An air-entraining agent conforming to the provisions in Section 90-4, "Admixtures," may be added to the concrete.

The minimum wall thickness for the various sizes of pipe shall conform to the following table:

| *Internal Diameter* | *Minimum Wall Thickness* |
|---|---|
| 24" | 3" |
| 27" | 3" |
| 30" | 3" |
| 33" | 3½" |
| 36" | 3½" |
| 42" | 4" |
| 48" | 5" |
| 54" | 5½" |
| 60" | 6" |
| 66" | 6½" |
| 72" | 7" |
| 78" | 7½" |
| 84" | 8" |

**63-1.03 Pipe Making Equipment.**—The pipe shall be constructed with equipment specially designed for constructing cast-in-place monolithic concrete pipe. The equipment shall be acceptable to the Engineer and the Contractor may be required to furnish evidence of successful operation on other work of the equipment he proposes to use. Equipment not suitable to produce the quality of work required for the pipeline will not be permitted to operate on the work.

**63-1.04 Excavation.**—Excavation shall conform to the provisions in Section 19-3, "Structure Excavation and Backfill."

The trench shall be excavated to the lines and grades established by the Engineer. The trench shall be of the proper width and the bottom of the trench shall be shaped to the external diameter of the pipe to be constructed.

**63-1.05 Construction.**—All water, which may have entered the trench, shall be removed before constructing the pipe. All surfaces against which concrete is to be placed shall be free of standing water, mud, and debris.

Surfaces against which concrete is to be placed shall be thoroughly moistened with water, if necessary, so that moisture will not be drawn from the concrete

The concrete shall be placed around the full circumference of the pipe by means of traveling forms in either one or 2 operations. The second operation shall follow before the concrete placed in the first operation has taken an initial set. When metal forms are used they shall be of sufficient strength to withstand vibrating or tamping the concrete and to permit workmen to walk on the forms without causing springing or bulging at any point.

The forms shall not vary more than 0.04-foot from the lower edge of a straightedge laid parallel to the center line of the form and shall be free of any holes larger than 0.05-foot in greatest dimension.

The concrete shall be vibrated, rammed, tamped or worked with suitable appliances until the concrete has been consolidated to the maximum practicable density, free of rock pockets, and closes snugly against all surfaces of forms. The concrete shall completely fill the form.

When placing operations cease for any reason, the end of the pipe shall be left rough with a slope of approximately 45 degrees. The ends of the pipeline shall be covered with suitable material, to maintain a humid condition within the pipe.

Construction joints shall be clean and damp before continuing pipe making operations. Cleaning construction joints shall consist of removing all laitance, loose or defective concrete, coatings, and any other deleterious materials.

After the removal of forms, the inside of the pipe will be inspected and any required repairs shall be made. All porous and fractured concrete shall be removed by chipping openings into the concrete pipe as directed by the Engineer. The chipped openings and any holes cut in the pipe for inspection or to facilitate removing the forms shall be repaired by filling with concrete or dry patching mortar.

The flow line grade of the finished pipe shall not vary more than 0.10-foot from the grade line established by the Engineer.

The finished surface of the concrete pipe shall be substantially free of fractures, cracks and surface roughness.

**63-1.06 Curing and Protecting Concrete.**—The concrete forming the cast-in-place concrete pipe shall be cured by backfilling over the pipe or by backfilling over the pipe after application of either a waterproof membrane or a pigmented curing compound as provided in Section 90-7, "Curing Concrete." Hand spraying of the compound will be permitted. During the period following the placement of the concrete, the ends of the pipeline shall be covered with suitable material to maintain a humid condition within the pipe for a minimum of 7 days.

If the Contractor elects to cure the pipe by backfilling without applying curing compound or membrane, the backfill material shall be placed to an approximate depth of one foot over the top of the pipe. If the Contractor elects to cure the pipe by backfilling after application of either curing compound or membrane, the backfill material shall be placed to an approximate depth of 0.5-foot over the top of the pipe. Under either method, such backfill shall be placed immediately after the concrete has hardened sufficiently to prevent injury to the pipe during backfilling operations. Only soft, damp, and loose material shall be used for backfill.

The concrete pipe shall be protected as provided in Section 90-8, "Protecting Concrete."

**63-1.07 Backfill.**—After the pipeline has been completed, the Contractor shall backfill the pipe trench with material obtained from excavation. Compaction of the backfill material will not be required; however, sufficient excavated material shall be mounded over the trench to allow for settlement of the backfill material.

**63-1.08 Measurement.**—The length of cast-in-place concrete pipe to be paid for will be the slope length designated by the Engineer. Pipe placed in excess of the length designated will not be paid for.

**63-1.09 Payment.**—The contract price paid per linear foot for cast-in-place concrete pipe shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing the pipeline, complete in place, including excavation and backfill as shown on the plans, and as specified in these specifications and in the special provisions, and as directed by the Engineer

TABLE 7-851.7

**Strengths and Uses of Asbestos Cement Pipe for Diameters from 4" to 42"**

| Class of Pipe | Ultimate D-Load | Maximum Height of Cover (ft.) Method A Backfill | Principal Highway Use |
|---|---|---|---|
| I | 1,200D | -- | Not adequate for highway use |
| II | 1,500D | 16 | For normal culverts and highway drainage systems. |
| III | 2,000D | 20 | Same use as Class II—sustains greater load |
| | 2,500D * | 24 | Same uses as Class III—sustains greater load |
| IV | 3,000D | 28 | Same uses as Class III—sustains greater load |
| | 3,400D * | 35 | Same uses as Class IV—sustains greater load |
| V | 3,750D | 41 | Same use as Class IV—sustains greater load. |
| | 4,200D * | 49 | Same uses as Class V—sustains greater load |

* Special Strengths-Ultimate D-Load shall be used in ordering or specifying pipe.

## 7-851.8 Strength Requirements for Cast-in-Place Non-Reinforced Concrete Pipe

Table 7-851.8 gives the maximum height of overfill for cast-in-place non-reinforced concrete pipe constructed under the acceptable methods contained in the Standard Specifications.

The designer should be aware of the premises on which the table is based as well as its limitations. Table 7-851.8 presupposes:

- The excavation and backfill satisfy the terms of the Standard Specifications, the conditions of cover, and pipe size required by the plans.
- Installation is permitted only in a trench condition.

As the foregoing table gives height of cover based on conditions stated above, the designer shall also consider the following instructions:

(a) Use of cast-in-place concrete pipe shall not be considered when an unstable trench condition occurs; for example, it should not be installed under the following conditions:

- Sandy cohesionless soil.
- Shallow location in expansive soil where volume change would crack pipe.
- Areas where ground is subject to freezing to considerable depth for lengthy periods.
- Marshy, tidal areas and other areas of subsidence.

(b) Earth cover between top of pipe and ground surface should be at least 30 inches, and the top of pipe should not be above the average frostline. In expansive soils, cover should be a minimum of three feet. Some special treatment may be needed in expansive soil, depending on moisture content.

(c) Cast-in-place concrete pipe may be used only if static head is less than 12 feet above center of pipe.

(d) Cast-in-place concrete pipe shall not be used under the traveled way. Installation under shoulder or parking areas is permissible.

(e) In corrosive environments, consideration shall be given to the same requirements as for reinforced concrete pipe outlined in Index 7-851.3(2).

TABLE 7-851.8

**Maximum Height of Cover for Cast-in-place Non-Reinforced Concrete Pipe**

| Diameter (Inches) | Min. Wall Thickness (Inches) | Max. Cover (Feet) |
|---|---|---|
| 24 | 3 | 50 |
| 27 | 3 | 50 |
| 30 | 3 | 50 |
| 33 | 3½ | 50 |
| 36 | 3½ | 45 |
| 42 | 4 | 40 |
| 48 | 5 | 35 |
| 54 | 5½ | 30 |
| 60 | 6 | 25 |
| 66 | 6½ | 20 |
| 72 | 7 | 16 |
| 78 | 7½ | 13 |
| 84 | 8 | 10 |

NOTES:

- Min. cover = 2½', except under roadways use 3'.
- Pipe installed in a trench condition.

ROW 18-2

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 14, 1977

SXF 912

Mr. David J. Astle
Asst. Commissioner
Rail, Air, Marine Div.
Public Utility Commission
Labor & Industries Bldg.
Salem OR 97310

Dear Mr. Astle:

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter a grade crossing of Washburn Way (Midland Highway) and Oregon, California & Eastern Railway Company, Mainline, in Klamath Falls, Klamath County, Oregon.

In response to the letter written April 8, 1977, by Mr. Donald A. Still of your office, following are comments or recommendations addressed to Applicant.

Page 4, Item 11a (4). The grade changes indicated on the application will not require a raising or lowering of the existing railroad tracks at the crossing.

Page 9, Item 14a. It is requested that we break down the costs for the No. 2B Cantilever Flashing Lights and identify these individually. This cannot be done at the present time in as much as we do not have an estimate from the Oregon, California & Eastern Railway Company. The price figure quoted in the PUC application is a preliminary estimate only. It is recommended that Oregon, California & Eastern Railway Company furnish these figures to you for your needs. It is understood that the Grade Crossing Protection Account will participate to the extent of 75 percent of the cost of the furnishing and installing the No. 2B Cantilever Flashing Lights only. A gate with arm length to cover to the centerline of the proposed 68' roadway should be supplied.

Mr. David J. Ascle
April 14, 1977
Page Two

Page 10, Item 14 (b). The proposal for 7-inch curbs as a protective device for automobiles at the crossing was a typographical error. The application should request 8-inch non-mountable curbs to conform with the PUC and FHWA non-mountable curb standard.

If there is any further information required regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db

cc: J. L. Sollis
N. P. McKellips
Ore., Calif. & Eastern Railway
City of Klamath Falls
Klamath Co. Board of Commissioners
Harold F. Brauner
Land Conservation & Development

bc: J. H. Versteeg
C. T. Keasey
C. M. Williams
Eldon Dunn (Note curb height revision)

1 Versteeg
Olson
2 [illegible]
Scott
3 Swenson Org
Savage
RECEIVED
APR 14 1977
ROAD DESIGN SECTION
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

October 15, 1976

Letter from Mr. Kenneth Linn, Plant Manager for Maywood Industries, Inc., of Klamath Falls re some problems they had with the Highway Department.

See: CON 19-4
PUX 1044

**BAUMGARDNER EXCAVATING**, INC.
7343 South Sixth Street
KLAMATH FALLS, OREGON 97601

October 4, [illegible]

STUKEL ROCK & PAVING
P.O. Box 853
Klamath Falls, Ore. 97601

Gentlemen:

Please refer to my letter of [illegible] notification of Intent to File for [illegible] known as Oregon State Highway Department [illegible] South Sixth Street, Hilyard Ave.

This letter is to inform you [illegible] for services to your subcontractor, [illegible] therefore will not file for payment [illegible]

Copy to State Hwy. Dept.
State Hwy. Bldg.
Room 121
Salem, Ore. 97310
Copy to Shur Way Contract. Phone 884-711
Eugene, Ore. 97403

10-4-76

8407

8407

**BAUMGARDNER EXCAVATING**, INC.
**7343 South Sixth Street**
**KLAMATH FALLS, OREGON 97601**

Sept. 23, 1976

STUKEL ROCK & PAVING
P.O. Box 853
Klamath Falls, Ore. 97601

Gentlemen:

Please consider this letter as my notification to you of Intent To File For Payment under your Performance Bond on your project described as follows:

Oregon State Highway Department, Contract No. 8407, South Sixth Street - Hilyard Ave. Klamath Falls Section of Midland Highway in Klamath County.

My intent to file for payment is for services to your subcontractor, Shur Way Contractors, P.O. Box 1908, Eugene, Ore. 97403.

A copy of the statement I sent to Shur Way Contractors on this day is attached to this letter.

Sincerely,

R.M. Baumgardner
R. M. Baumgardner, Pres.

Copy to State Hwy. Dept.
State Hwy. Bldg.
Room 121
Salem, Ore. 97310

**Phone 884-7117**

**Baumgardner Excavating, Inc.**
7343 South Sixth Street
KLAMATH FALLS, OREGON 97601

**Phone 884-7117**

| | |
|---|---|
| DATE | Sept. 23, 1976 |
| NUMBER | |

SHUR WAY CONTRACTORS, INC.
P.O. Box 1908
Eugene, Ore. 97403

**After 30 Days 1½% per month will be charged on all past due accounts this is an annual percentage rate of 18%.**

TERMS: NET: IN FULL WITHIN 10 DAYS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$ 726.84

| DATE | CHARGES AND CREDITS | BALANCE |
|---|---|---|
| | BALANCE FORWARD | |
| 9-10-76 | Backhoe Rental without operator<br>3 Hr. @ $12.50 | $ 37.50 |
| 9-13-76 | Backhoe Rental without operator<br>6½ Hr. @ $12.50 | 81.25 |
| | 7 gal. fuel @ .45¢ | 3.15 |
| 9-14-76 | Backhoe Rental without operator<br>4 Hr. @ $12.50 | 50.00 |
| 9-15-76 | 8 Hr. @ $12.50 | 100.00 |
| 9-16-76 | 8 Hr. @ $12.50 | 100.00 |
| 9-17-76 | 8 Hr. @ $12.50 | 100.00 |
| 9-20-76 | 7 Hr. @ $12.50 | 87.50 |
| | 8 gal. Fuel @ .45¢ | 3.60 |
| | 3½ gal. Hydraulic Oil @ $1.27 | 4.45 |
| 9-20-76 | Replacement of Backhoe Tire, torn and damaged beyond repair<br>14.9 X 24 6 Ply | 159.39 |
| | Total Due: | $726.84 |
| Intent to | lein bond filed 9-23-76 | |

**Baumgardner Excavating, Inc.**

*Thank You*

PAY LAST AMOUNT IN THIS COLUMN

8407 [illegible]

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
August 10, 1976
Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

BUILDING

SUBJECT: Permit (Temporary Easement)
S. 6th St.-Hilyard (Klamath Falls) Section
Midland Highway
Klamath County
Contract No. 8407
R/ W File: 48945

RAILROAD COMPANIES
FILE No. 842

Attached is the State's fully executed copy of the Permit (Temporary Easement) from the Oregon, California & Eastern Railway Co. giving the State the right to enter on their property for the purposes of constructing the S. 6th St.-Hilyard Ave. Section of the Midland Highway in Klamath County. This document is being forwarded to you for your permanent files.

JEC:jr
Attach.

cc: J. L. Sollis
J. B. Boyd
C. T. Keasey
R. L. Schroeder
C. M. Williams
Norm Krehbiel
D. E. Swan w/2 copies Permit

8/19/76
Noted
in original

NOTED

Yellow 420

Form 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

July 22, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: E. J. Dunn
RESIDENT ENGINEER

SUBJECT: S. 6th St.-Hilyard Ave. (Klamath Falls) Section
Midland Highway
Klamath County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

| | | | |
|---|---|---|---|
| 9078 | 00 | Mainline, Centerline | Profile Grade |
| | 01 | Mainline, Centerline | Subgrade |

Attachment

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

July 13, 1976

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 29 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 29 on the following projects:

1. Powder River (Phillips) Bridge
FAP No. RS-01-109(1)
Baker County

Structure

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Campbell St-Auburn St (Baker)
FAU 4860 (Birch St), FAP No. M-4860(1)
Baker County

Paving

Same as No. 1.

3. Frazier Creek Bridge
FAS 205, FAP No. RS-603(1)
Benton County

Structure

Same as No. 1.

4. Empire-Coos Bay Hwy at Woodland Dr (Coos Bay)
FAP No. M-2680(2)
Coos County

Traffic signal

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Hunter Creek Bridge
FAS Route 08-109, FAP No. RS-08-109(1)
Curry County

Structure

Same as No. 1

6. Umpqua Lighthouse State Park
BOR Project
Douglas County

Sanitary sewer improvement

Same as No. 4

7. Rogue River (Broadway St)
City Streets in Rogue River
Jackson County

Grading and paving

Same as No. 1

8. S. 6th St-Hilyard Ave (Klamath Falls)
Midland Highway
Klamath County

Grading, paving, signal revision

Same as No. 1. 5-foot P.C.C. sidewalk provided on first 800 ft.

9. Thomas Creek and Fox Creek Bridges
FAP No. RS-19-107(2)
Lake County

Grading, surfacing and structures

Same as No. 1.

10. Goshen-Cottage Grove
Pacific Highway
Lane County

Roadside improvement

Same as No. 4.

11. Beltline Rd At Coburg Rd (Eugene)
Route 1035, FAP No. M-1035(1)
Lane County

Grading, paving, structure, signing, signals

5-foot P.C.C. sidewalks provided on Coburg Road; 9.5-foot sidewalks on structure.

12. Logsden-Rock Creek
FAS 150 (Logsden-Nashville Rd), FAP No. RS-105(5)
Lincoln County

Paving

Same as No. 1

13. Boardman Safety Rest Area
I-80N
Facilities

Same as No. 4

14. Burnside Bridge-Hawthorne Bridge
Pacific Highway West (Front Avenue, Portland)
Multnomah County

Grading, paving, illumination, signals, landscaping

Footpath-bicycle facilities will be constructed by the City of Portland along Waterfront Park parallel and adjacent to this project. Therefore, footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "Footpaths and trails are not required to be established. . . where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

15. SW 6th Ave & Dehaven St (Milton-Freewater)
City Streets
Umatilla County

Grading, paving

5-foot P.C.C. sidewalk to be constructed on the west side of Dehaven, south side of 6th.

16. NW Creoni Rd-NW Cornell Rd
FAS 632 (NW Cornelius Pass Rd), FAP No. RS-8(5)
Washington County

Grading and paving

Same as No. 1. 6-foot shoulders provided; 4-foot shoulders on channelizations and structure approaches.

17. Beaverton-Hillsdale Highway at Scholls Hwy and Oleson Rd
FAP No. HHS-0030(1)
Washington County

Traffic signal revision

Same as No. 4.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

420

_____ Versteeg ✓
_____ Olson _____
_____ Christensen _____
_____ Scott _____
_____ Swenson _____
_____ Savage _____
_____ Trout _____

RECEIVED
JUN 28 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Bend, OR 97701
June 23, 1976

CAO

Mr. George E. Sperling, Jr.
Attorney and Counsellor at Law
Suite 700 Carnation Building
5045 Wilshire Boulevard
Los Angeles 36, California

File 48971
South Sixth St.-Hilyard Avenue Section
Midland Highway
Klamath County

Dear Mr. Sperling:

After returning to Bend, I discussed the details of our conversation with our Regional Appraiser. At this time, the appraiser is re-examining the property, and I feel that there may be a revision. As soon as I have his completed appraisal, I will be in a position to discuss it with you. Also, our office has received permission to contract for an M.A.I. Real Estate Appraiser. I suspect it will be thirty days, before I will have a final report.

I feel it is worth mentioning that, according to our Engineers, the access at the corner of Washburn Way and South Sixth Street will probably be closed, whether the actual contract for the Washburn Way improvement is performed or not. This is mentioned, because the approach presently presents a traffic problem, and the Regional Engineer has indicated it would be closed sometime.

We have received a letter from our Salem office indicating that they are trying to withhold from the July contract letting that portion which affects the property under discussion. In this event, the property will not have to be filed on for possession at this time.

6-28-76
Please send copy to Versteeg
JRO

Form 81-734-3123

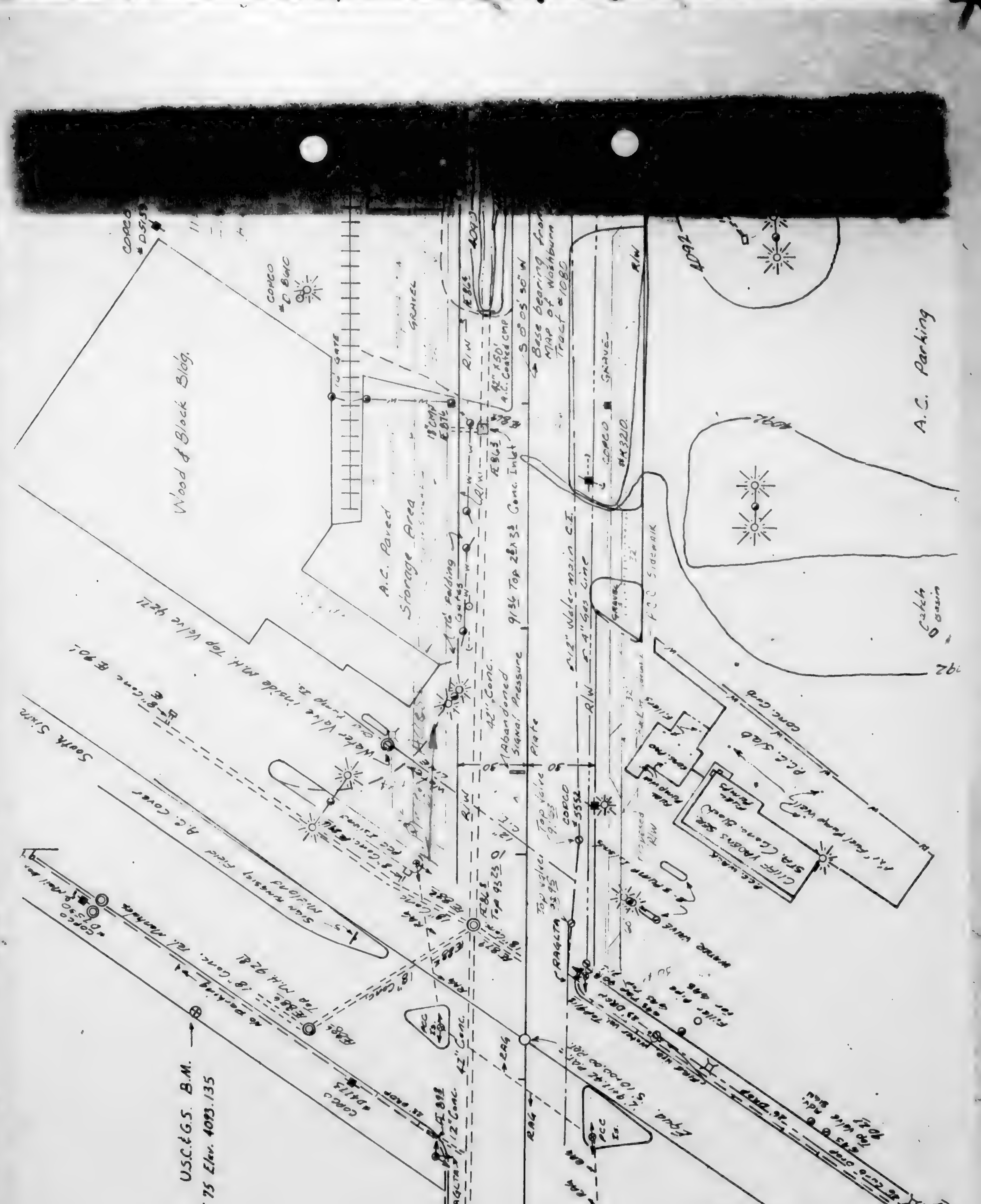
As stated before, I will contact you when I have received the completed appraisal, or additional information that you may be interested in.

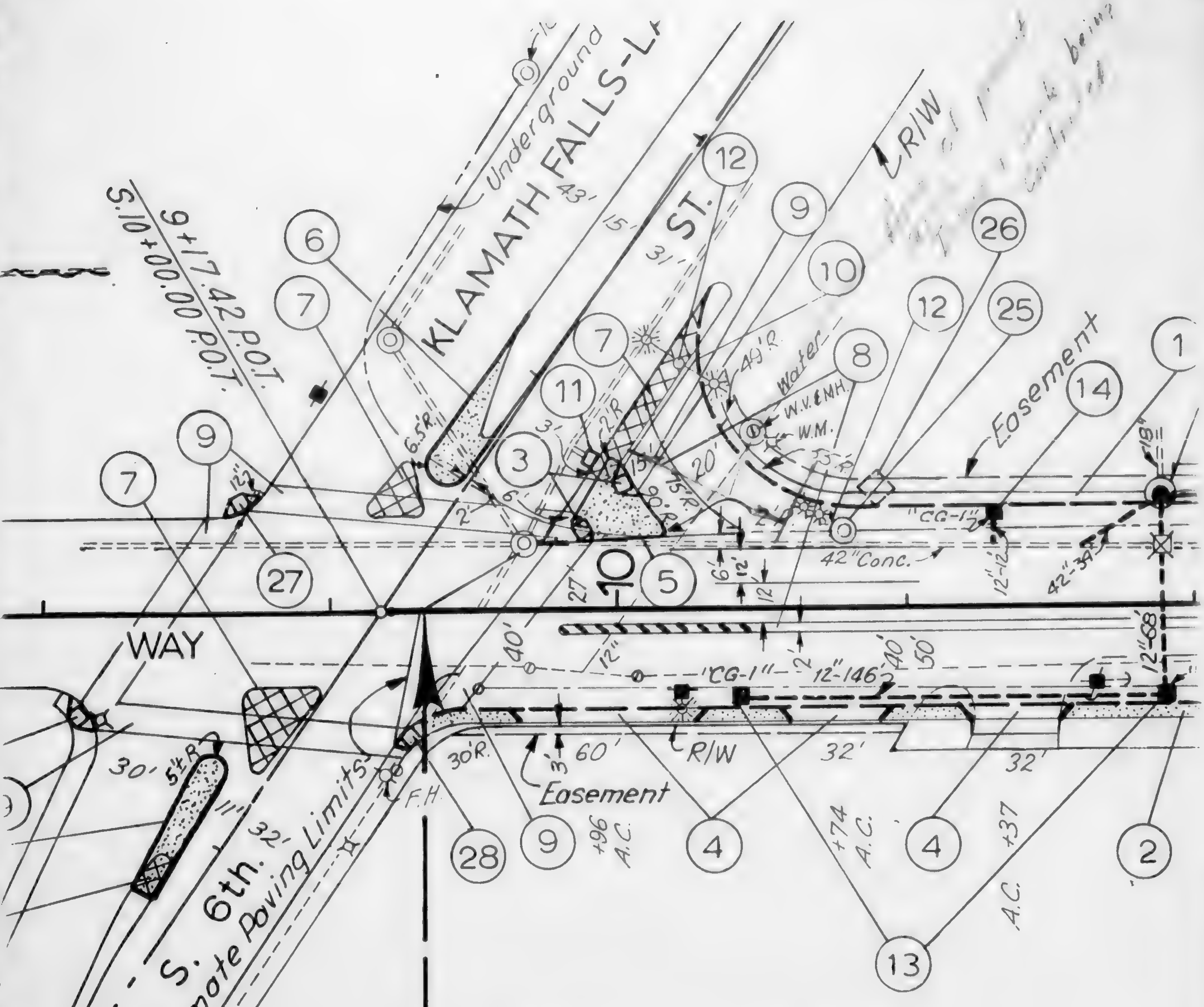
Very truly yours,

Neil C. Boehmer
Right of Way Agent

NCB:eh

cc J. B. Boyd

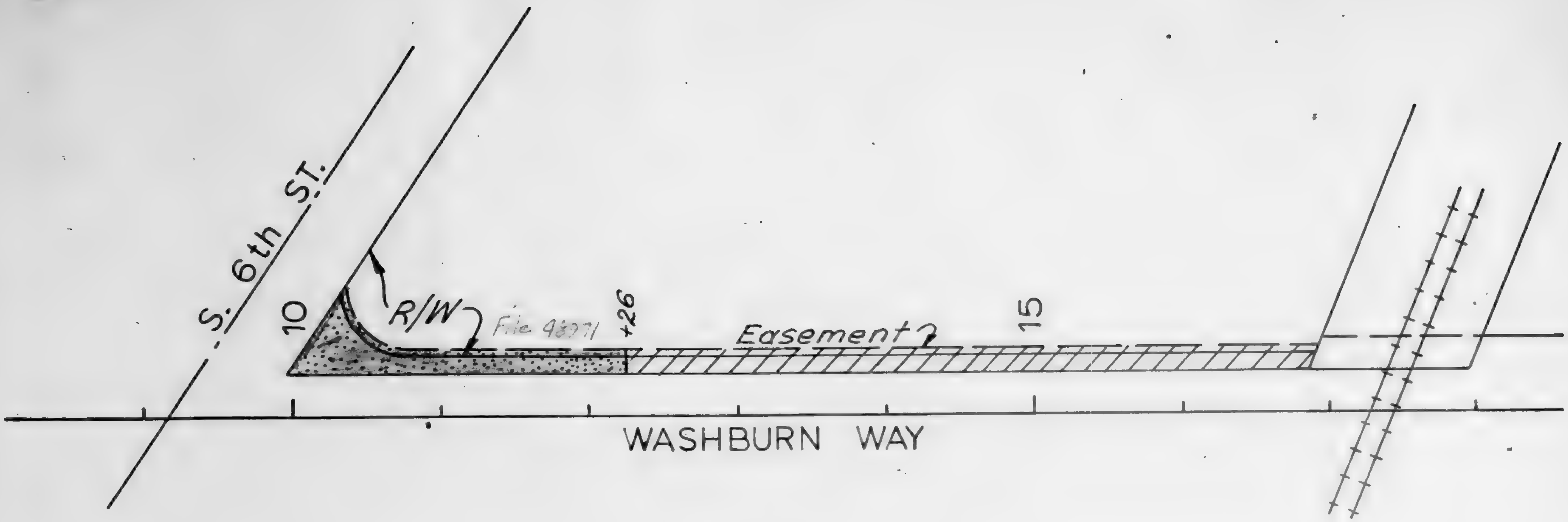

CONCO #D5159
CONCO #C BWC
Wood & Block Bldg.
16' GATE
GRAVEL
A.C. Paved Storage Area
R/W
42" x 50' A.C. Coated CMP
S 0°05'50" W
Base bearing from Map of Washburn Tract #1080
GRAVEL
CONCO #K3210
4092
A.C. Parking
4092
18" CMP
E814
E863
9/34 Top 28x38 Conc. Inlet
12" Water main C.I.
4" Gas Line
P.C.C. Sidewalk
Catch Basin
16' Folding Gates
42" Conc.
Abandoned Signal Pressure Plate
50
50
Top Valve 91.53
CONCO 5552
CLIFF VARGAS STA. Conc. Block
P.C.C. Slab
Conc. Curb
Top Valve 93.95
RAGLTA
Water Valve inside M.H. Top Valve 9271
Oil Pump Sta.
8" Conc. E901
A.C. Cover
South Side
18" Conc.
Top M.H. 9281
E886
USC&GS B.M.
T 75 Elev. 4093.135
CONCO #D4113
42" Conc.
12" Conc.
RAGLTA
E898
PCC Is.
RAG
Top Valve 9027


KLAMATH FALLS-LA
ST.
Underground
S.10+00.00 P.O.T.
9+17.42 P.O.T.
WAY
S. 6th.
Approximate Paving Limits
R/W
Easement
Water
W.V. & MH.
W.M.
"CG-1"
42" Conc.
12"-12
42"-34
12"-68
12"-146
F.H.
30'R.
5½'R.
6.5'R.
49'R.
55'R.
10
43'
15'
31'
20'
40'
50'
60'
32'
30'
27
+96 A.C.
+74 A.C.
+37 A.C.
18"
1
2
3
4
5
6
7
8
9
10
11
12
13
14
25
26
27
28

(26) Remove Conc. Slab
Backfill Septic Tank

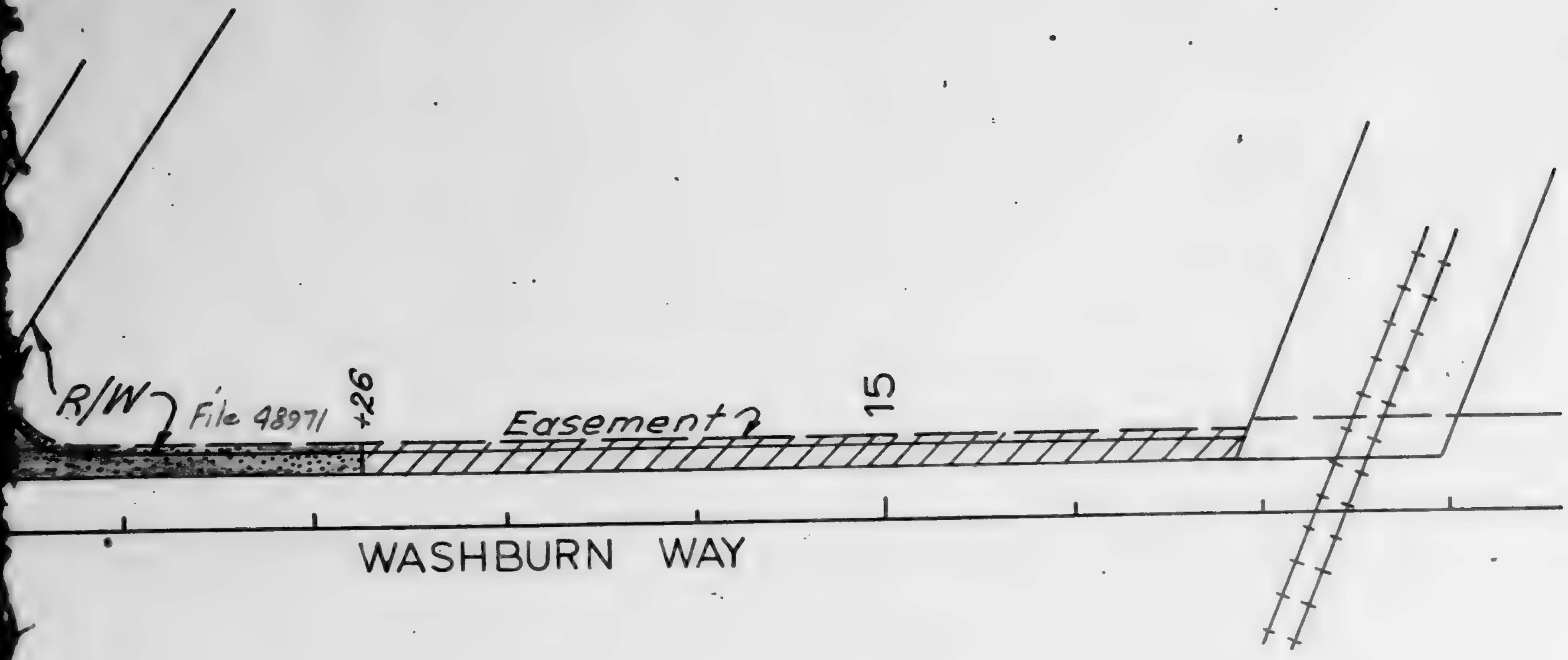
(27) Remove Conc. Walk & Conc. Curb (As L
Const. Sidewalk Ramp-2 (Total)
Const. Type "A" Curb

(28) Co


S. 6th ST.
10
R/W
File 48371
+26
Easement?
15
WASHBURN WAY

Note:
Contractor May Not Occupy R/W & Easement Areas, Shown Thus ▒ Prior To Janu
▨ Prior To Novem

# AREAS OF RESTRICTED RIGHT OF WAY


R/W
File 48971
+26
Easement?
15
WASHBURN WAY

May Not Occupy R/W & Easement Areas, Shown Thus ░ Prior To January 1, 1977
▨ Prior To November 1, 1976

OF RESTRICTED RIGHT OF WAY

[illegible]

ROW 18-2

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 21, 1976

Oregon, California &
Eastern Railway Co.
P. O. Box 1088
Klamath Falls, OR 97601

Attn: N. P. McKellips

Necessary Easement
S. 6th St.-Hilyard Sec.
(Klamath Falls)
Midland Highway
Klamath County

Dear Sir:

On February 20, 1976 I wrote to you requesting two temporary easements on OC&E property adjacent to the Midland Highway for the purposes of the necessary highway construction. These two temporary easements consist of ten foot strips outside of existing easements granted to Klamath County by the OC&E Railroad in previous years. Included in my letter were four copies of an encroachment map showing the location of these proposed temporary construction easements.

We anticipate asking for bids to be received by the Oregon Transportation Commission for construction of this section of highway on July 29, 1976. It would be appreciated if you could review my request of February 20, 1976, and provide me with a letter of permission so that the Highway Division would be in a position to award the contract without any reservations to our contractor. If there is any further information you require regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr

bc: R. L. Schroeder
J. H. Versteeg
J. L. Sollis
J. B. Boyd
C. M. Williams
E. J. Dunn

Form 81-734-3123

420

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon
June 17, 1976

FILE:

FROM: E. J. Dunn
Resident Engineer

SUBJECT: South 6th St.-Hilyard
Klamath County
TELEPHONE CONDUIT

TO: R. A. Sandman
Ass't Regional Engineer

We have located the telephone conduit on the proposed project.

The conduit system is 28 feet left of centerline and will not be in conflict with our drainage system.

We located the conduit in the areas where cross pipes are to be installed, and to the best of our knowledge we have ample clearance. Undoubtably there will probably be some field adjustments during construction.

The only conflict is the manhole located 54 feet left of Station 19+01. This manhole will require adjusting.

Attached are the elevations and distances.

RECEIVED
JUN 21 1976
ROAD DESIGN SECTION

___ Versteeg ___
1 Olson ___
___ Christensen Doc
___ Scott ___
2 Swenson
___ Savage ___
___ Trout ___

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return to ___
Bring Up ___
Other ___

REFERRED TO
___ Beard ___ ___ Reed ___
___ Cole ___ ___ Sample ___
___ Eriksen ___ ✓ Watson LW
___ Hager ___ ___ Wolfe ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

SECTION: So. 6th St.-Hilyard Ave.
Highway: Midland

TELEPHONE CONDUIT TIES

| Sta. | | | | Distance Left | | Elev. Top Conduit | | Elev. Bottom Cross Pip |
|---|---|---|---|---|---|---|---|---|
| 11+75 ± | 42" pipe crosses conduit | | | 27' | | 4086.0 ± | | 4086.6 ± |
| 11+90 | | | | 27' | | 4086.0 | | 4087.0 |
| 13+83 | | | | 28' | | 4085.6 | | 4086.9 |
| 15+15 | | | | 28' | | 4084.9 | | 4086.6 |
| 17+13 | | | | 28' | | 4083.4 | | 4086.3 |
| 18+50 | | | | 28' | | 4085.0 | | 4086.0 |
| 19+01 | Tele. M.H. @ 34' Lt. | | | | | | | |
| 19+32 ± | 42" pipe crosses conduit | | | | | | | |
| 20+04 | End conduit | | | 42' | | 4086.0 ± | | |

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 17, 1976

TO Hal Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Files 48943 and 48971
South Sixth St.-Hilyard Avenue
Midland Highway
Klamath County

If bids are opened on this contract on the July letting, it will be necessary to hold the areas covered by the right of way from the above files.

On file 48943 the option has been signed; however, it incorporates a provision that the owner has 90 days after acceptance to remove the improvements. It is estimated this 90 days will expire about the middle or latter part of October.

On file 48971 the negotiation is quite difficult as we are negotiating with a Los Angeles based owner. In addition, this also has improvements, making it necessary to give notice for vacation. I have discussed this with Mr. Brainerd, our Right of Way Supervisor, and he suggests that we should not require possession on this property until the first of the year.

If holding these areas out of the contract for this length of time will not unduly affect the contractor, I recommend this action be taken.

JRO:ha
cc C. G. Swenson
Lyle Watson
Harold Brainerd
Armand Riveness
E. S. Hunter
R. L. Schroeder

RECEIVED
STATE HWY ENGR
JUN 17 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

420

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 19, 1976

FILE: LOC 17
118-1301

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: Floyd Scott
R/W description Engineer
Road Design Section

SUBJECT: S. 6th St.-Hilyard Avenue
Midland Secondary Highway
Klamath County
Prefix 118-1301

48943
Material put in R/W File
S.

Attached are descriptions for R/W and Easement needs on subject project. The descriptions were prepared by Mr. A. D. Collier, property owner, and checked by Ed Neilsen, Region Designer. Computer printouts of the checking by Neilsen are attached.

You will note that the bearings used by Mr. Collier are different than those shown on our R/W map. He bases his bearings on Polaris shots at the site. He contends our bearings are not accurate. I recommend his bearings be used if at all possible.

Please re-write the necessary deed descriptions as per those supplied by Mr. Collier with corrections as noted.

The descriptions relate to R/W being acquired along Washburn Way.

RAS:mr

enclosures

cc: Neil Boehmer

[illegible]
Objection [illegible]
and re written to [illegible]
conform [illegible]
version.
S.

RECEIVED
MAY 20 1976
ROAD DESIGN SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Desc. modified & given to Tony V.

April 1, 1976

Mr. Fred Smith, President
Klamath County Chamber of Commerce
Klamath Falls, OR 97601

bc F. B. Klaboe
R. L. Schroeder (enc.)
L. W. Rulien
Carl Williams (enc.)

Dear Mr. Smith:

S. 6th Street-Hilyard Avenue
Section, Midland Highway
and
South Side Bypass, County Road FAS 959

Your March 18 letter indicated the Chamber of Commerce's concern for and endorsement of two very important projects in the Klamath Falls area -- the Midland Highway improvement immediately south of 6th Street and the South Side Bypass.

The Midland Highway project is progressing on schedule, with right-of-way acquisition currently under way and an anticipated contract letting for this summer.

The South Side Bypass proposal is progressing within the normal preliminary framework for a project of this nature, with right-of-way acquisition under way, environmental impact statement and public hearings planned, and method of financing being considered. The financing is dependent on the highway bill currently being discussed in the U.S. Congress.

Normally, Congress has a bill passed by now; however, until this is done, we are at a loss to know the extent of funds that may be available for future highway programs. The Senate and House of Representatives recently compromised on their differences and we expect legislation in the next couple of months, but the financial picture remains undetermined until then.

We appreciate your concern and will inform you of any changes that affect these projects.

Very truly yours,

DNH:mm ja

E. S. Hunter
Deputy State Highway Engineer

cc City of Klamath Falls
Klamath County Board
of Commissioners

5-27

Salem, Oregon
March 17, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

S. 6th St.-Hilyard Ave.
Midland Highway - 420
Klamath County

Carl Williams
Region 4 Engineer

Attached is a rundown of the design assumptions for the storm sewer system on the section of South 6th to Crosby Avenue. I feel that our design assumptions in the proposed storm sewer system should be questioned. At the same time it is a difficult area to do much with because of the high water table and the lack of a suitable outfall.

I would appreciate a review of the adequacy and the reasonableness of this storm sewer proposal. Lyle Watson and Dick Lenz can furnish additional information on the design if it is required.

JHV:jh
cc: Frank E. Terpin

Versteeg
/ Olson Call.
Christensen
Scott
Swanson
Anderson
Trout

RECEIVED
MAR 17 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 12, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: S. 6th St.-Hilyard Ave.
Midland Highway 420
Klamath County

TO: MEMO TO THE FILES

S. 6th St. to Crosby Ave. Storm Sewer System.

The System starts out from an existing 42" concrete pipe at Sta. 11+90. This pipe has been observed by the field to flow at capacity under storm conditions. Dick Lenz calculates this capacity to be 25 cfs. He laid the proposed extension of the 42" pipe on a -0.24%± grade and said this should handle all drainage up to Crosby Ave.

Additional calculations indicated that the grade could be flattened to -0.19%. This raises the outfall one foot, which is two feet below the existing outlet ditch at Crosby Ave.

The crossing of the highway at Crosby Ave. requires a 48" pipe. A 42" concrete pipe on a grade of -0.19% has a cpapcity of 38.5 cfs and a velocity of 3.9 fps. A 48" concrete pipe on a grade of -0.19% has a capacity of 56 cfs and a velocity of 4.2 fps.

The following is a breakdown of the System:

From Existing 42" Pipe to O.C.&E. Railraod;

| | | |
|---|---|---|
| Discharge of Existing 42" concrete pipe | | 25.0 cfs |
| Paved Areas Lt. & Rt. | 1.6 Acres<br>Discharge | 1.0 cfs |
| Drainage from Outside of Roadway | 4.3 Acres<br>(230'±)<br>Discharge | 1.9 cfs |
| Existing pipes<br>Two 12" CMP's 3.0 Acres Discharge<br>(Drains Bi-Mart Parking Lot, including roof drains) | | 3.8 cfs |
| 18" CMP 0.6 Acres Discharge<br>(Includes building roof drains) | | 0.4 cfs |
| *36" CMP 2.1 Acres Discharge<br>(Drains gravel area adjacent to highway) | | 0.8 cfs |
| Total Discharge at O.C.&E. Railroad | | 32.9 cfs |

*Field report indicates pipe 1/2 full whether water or sediment is unknown.

1 Vorsteeg
Olson
2 Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

From O.C.&E. Railroad to Crosby Ave.

| | | |
|---|---|---|
| Paved Areas Lt. & Rt. 2.5 Acres Discharge 6.3 cfs of which 6.2 cfs will be gone prior to peak flow of 42" pipe | | 0.1 cfs |
| Drainage from outside of Roadway | 8.4 Acres(350'±)<br>Discharge | 3.6 cfs |
| Existing 12" cmp 0.3 Acres Drains the roof of the County Shops) | Discharge | 0.1 cfs |
| Total Discharge of 42" pipe at Crosby Ave. | | 36.7 cfs |
| Highway Crossing at Crosby Ave. to Outlet Ditch | | |
| Existing Ditches North and South of Crosby Ave. | 45 Acres<br>Discharge | 10.7 cfs |
| Total Discharge of 48" pipe at outlet Ditch | | 47.4 cfs |

Note: Widths for Drainage outside of Roadway are from field acreages. Drainage Areas and Discharges for existing pipes are from field computations.

LKW:az

FORM 81-7-14-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
March 15, 1976

FILE: LOC
118-1301

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: Jack Cartwright
Utility Office Engineer

SUBJECT: S 6th.St.-Hilyard(K.Falls)Sec.
Midland Highway
Klamath County
Prefix: 118-1301

With reference to your attached sketch, please be advised that all existing illumination within the subject project is privately owned and should be adjusted as a right-of-way settlement.

Region is not interested in establishing illumination for the new section.

JEH:pw
Enclosure
cc: Walt Hart
Harold Brainerd

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Anderson
Trout
Watson

RECEIVED
MAR 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Received [illegible]
Doing [illegible]
[illegible]
[illegible]
Other

REFERRED TO

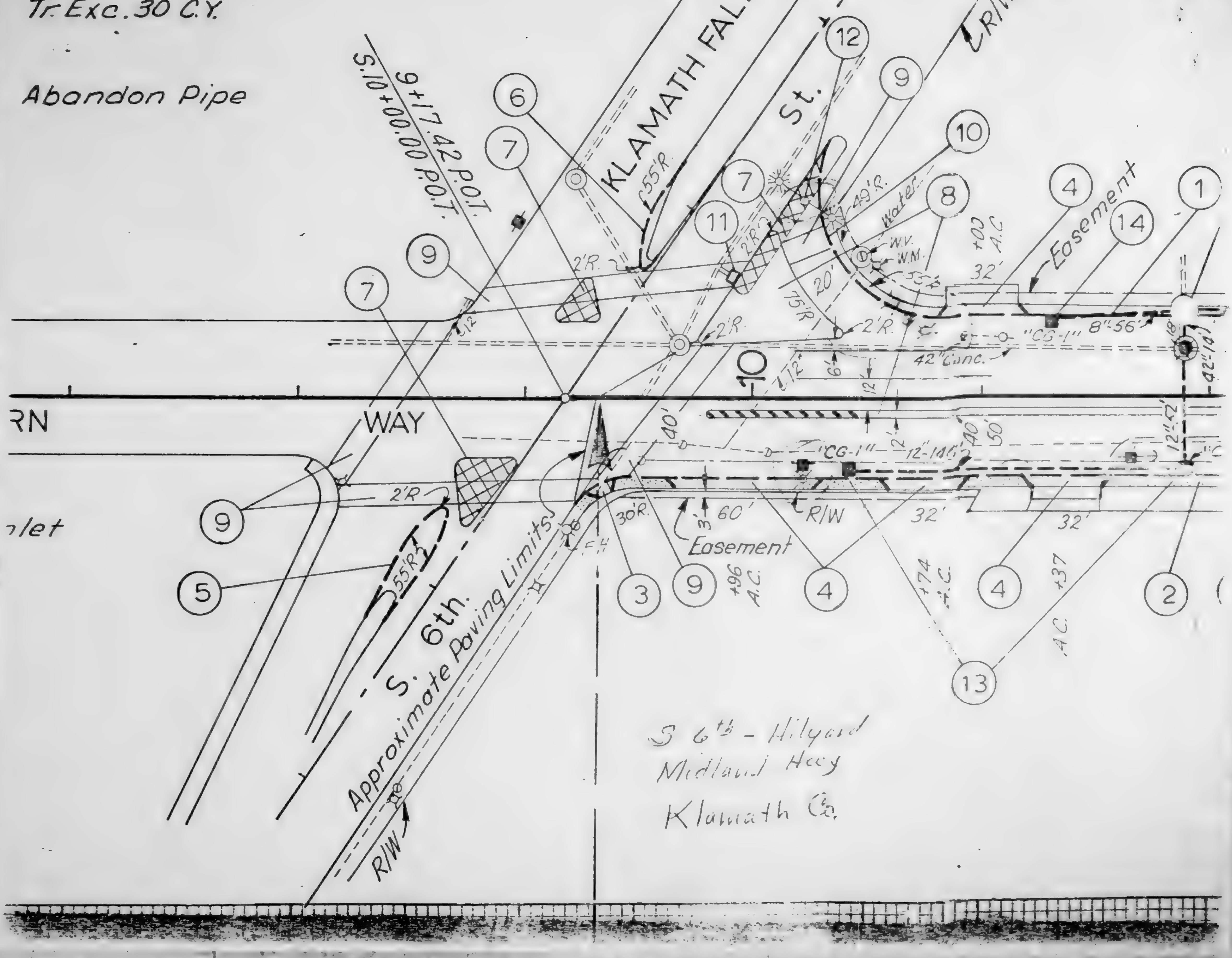
| | |
|---|---|
| Beard | Reed |
| Cole | Sample |
| Eriksen | ✓ Watson W |
| Hager | Wolfe |

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

XC: Lyle Watson
Bob Dixson ) 3-16-76

Tr. Exc. 30 C.Y.

Abandon Pipe


KLAMATH FALL
RN
WAY
St.
S. 6th.
Approximate Paving Limits
R/W
9+17.42 P.O.T.
S.10+00.00 P.O.T.
10
Easement
Water
W.V.
W.M.
"CG-1" 8"-56'
"CG-1" 12"-146'
42" Conc.
42"-14'
12"-52'
55'R
49'R
75'R
30'R
2'R
32'
40'
50'
60'
20'
12'
6'
+00 A.C.
+96 A.C.
+74 A.C.
+37 A.C.
F.H.
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14

S 6th - Hilyard
Midland Hwy
Klamath Co.

February 10, 1976

Mr. Charles A. Curtiss, President
Klamath County Economic Development Association
P. O. Box 1777
Klamath Falls, OR  97601

Dear Mr. Curtiss:

With regard to your January 30 letter, final design and right-of-way descriptions on the South Sixth Street-Hilyard Avenue project will be completed in about two weeks. Negotiations for rights-of-way and relocation of affected businesses will begin about February 15 and, hopefully, be concluded within 90 days thereafter.

57 - H

The plan details for relocation of utilities are now being worked out and the Public Utility Commissioner is to schedule a hearing on the railroad crossing soon.

The Design staff indicates the project will be clear for contracting in June or possibly May, but no sooner.

I'm sorry we cannot contract this project earlier but completion of the above items will take three to four months. We will keep the job on the "front burner" and contract it as soon as possible.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder (enc.)
L. W. Rulien
J. H. Versteeg "
J. B. Boyd "
D. N. Harwell "

LWR:ljt ja

**KLAMATH County Economic Development Association**

WILLIAM J. REID
Executive Vice President

PROJECT MANAGEMENT
Feb -3 '76
REFER TO
Snider find the answer [illegible] R
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

January 30, 1976

Mr. F. B. Klaboe, Administrator
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

We have recently organized the Klamath County Economic Development Association. Our purpose is to enhance our economic stability for Klamath County by promoting new industry.

The highway system here is very important to us. The improvement of Washburn Way south of South Sixth Street at the earliest possible date is necessary for our program. This highway goes through our industrial area near Klamath Falls. The new Maywood plant will start production this Spring with 100 new employees to use their highway.

We would encourage the opening of the bids not later than April, 1976, to allow the maximum amount of work on the project to be completed before the winter of 1976-1977.

Sincerely,

Charles A. Curtiss

Charles A. Curtiss
President
Klamath County Economic
Development Association

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
Ghulien
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | ✓ | | | | |

mcj

ESH

Hub of the Golden Opportunity For Industry and Business
P.O. Box 1777, 127 So. 6th St., Klamath Falls, Ore. 97601 AC 503 882-9600

SALEM, OREGON
February 9, 1976

L. W. Rulien
Project Management Engineer

John R. Oakes
Asst. Right-of-Way Engineer

PROGRAMING
S. 6th St.-Hilyard Ave. Sect.
Midland Highway
Klamath County

Bond funds in the amount of $54,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-2-2.

This is a fiscal year 1976 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 118-2601 should be used for this expense.

CRN:ljt

cc: Benny Vaughn
C. P. Laux

FORM E-30

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE February 6, 1976

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
South 6th Street - Hilyard Ave. Section
Midland Highway
Klamath County

We have received six descriptions on this bond project. Please authorize the use of bond funds in the amount of $50,000 for right-of-way, $2500 for demolition, and the relocation of one business estimated at $1500.

I am enclosing a copy of Mr. Klaboe's letter explaining the urgency of this project.

JRO:ha
Att.
cc Frank Lowe
Bob Poggione

PROJECT MANAGEMENT
FEB - 6 '76
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

Cnf ok LR

5407

420

Salem, Oregon
February 5, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

South Sixth St. - LaVerne Ave. Section
Midland Highway
Klamath County

Attention: Mr. John Oakes

Attached are 6 Files (9 Parcels) and an authorization covering right of way for the subject project, which is presently scheduled for June 24, 1976, but actually is expected to be scheduled sooner.

Please note that Washburn Enterprise Inc. (File 48858) previously conveyed a 20' strip to Klamath County for public highway purposes with a reversionary clause delineating the improvements to be constructed, including sidewalks. As you know, we require the 20' for construction of our new facility, but do not propose to construct sidewalks along that frontage. Will you please attempt to clear the reversion relating to the sidewalk elimination.

Right of way prints have been ordered and will be submitted soon.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

_____ Versteeg _____
_____ Olson _____
_____ Terpin _____
_____ Scott _____
_____ Swenson _____
_____ Anderson _____
_____ Trout _____

RECEIVED
FEB 6 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up ___/___/___
Other _____

420

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
January 29, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Preliminary Sign Plans
S. 6th St.-Hilyard Ave. Section
Midland Hwy.
Klamath County

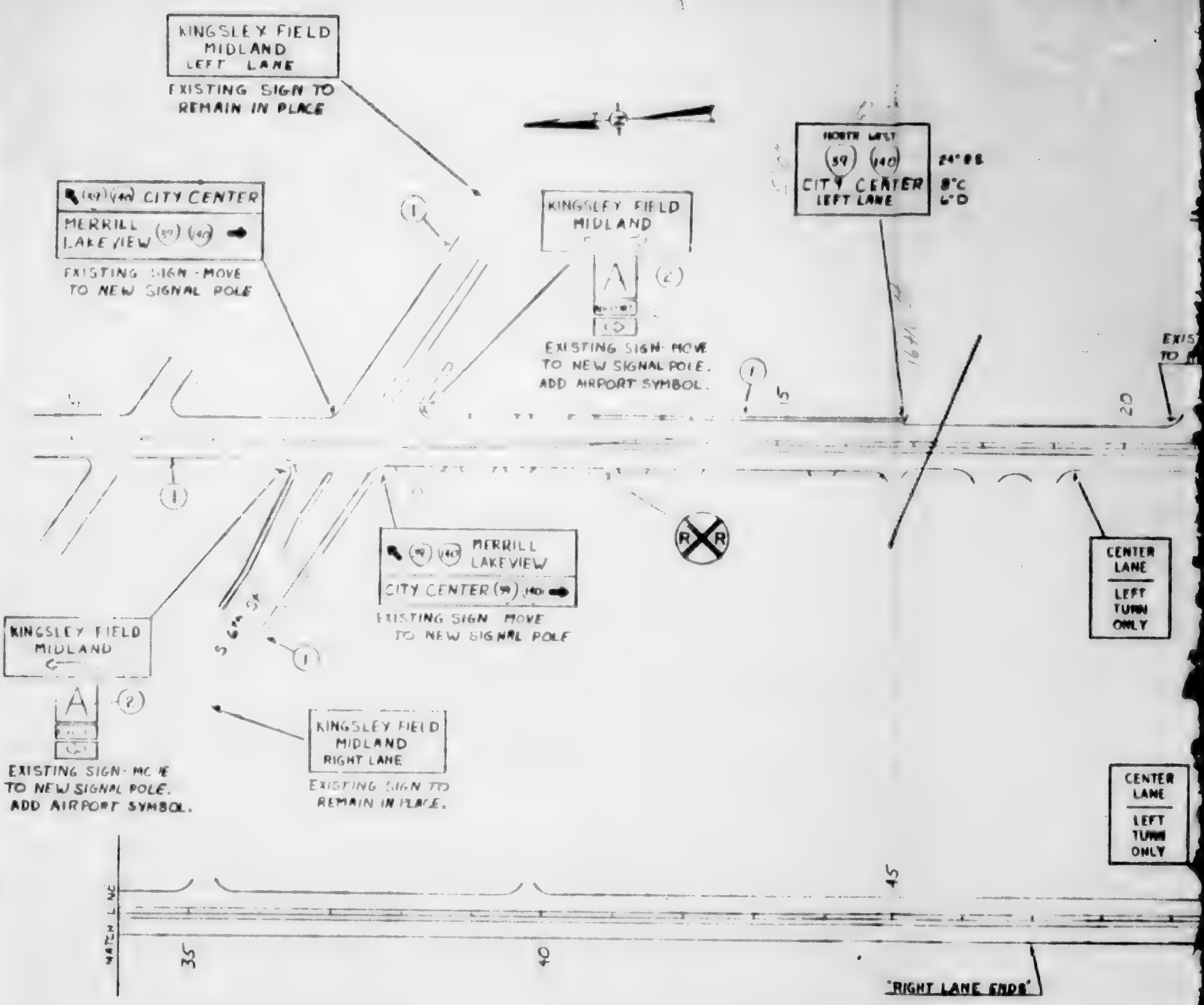
Attached are two copies of the approved preliminary sign plans for the above named section.

L. E. George

L. E. George
Traffic Engineer

SRW:rj
cc: C. M. Williams

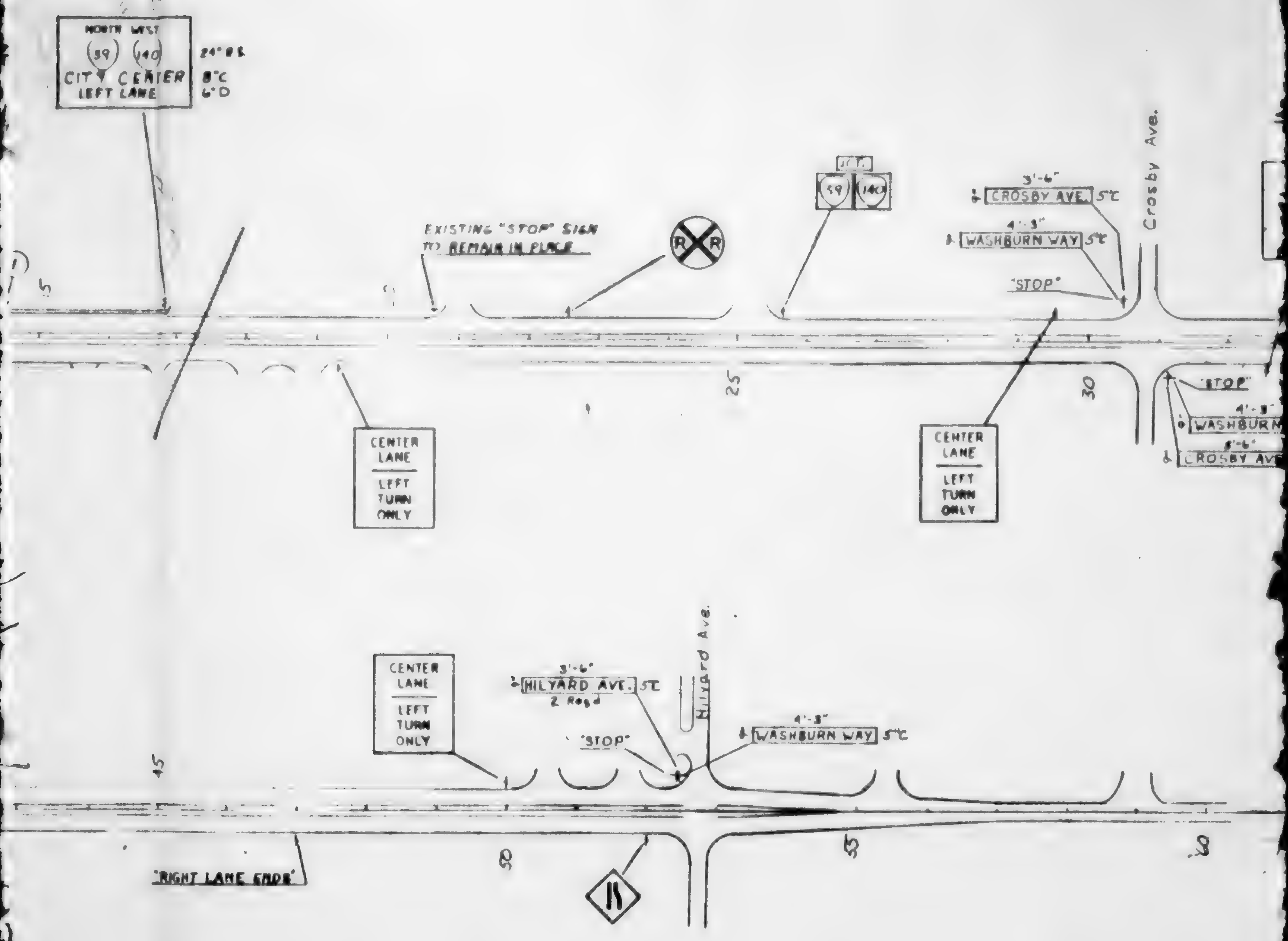
**REFERRED TO**
1 Beard DVB ______ Reed ______
______ Cole ______ ______ Sample ______
______ Eriksen ______ ______ Watson ______
______ Hager ______ ______ Wolfe ______
Return Discuss Do File Copy Due ___
**BY FINAL DESIGN ENGINEER**
1 print retained by Beard


KINGSLEY FIELD
MIDLAND
LEFT LANE
EXISTING SIGN TO REMAIN IN PLACE
(39) (140) CITY CENTER
MERRILL
LAKEVIEW (39) (140)
EXISTING SIGN - MOVE TO NEW SIGNAL POLE
①
KINGSLEY FIELD
MIDLAND
A
②
EXISTING SIGN - MOVE TO NEW SIGNAL POLE. ADD AIRPORT SYMBOL.
NORTH WEST
(39) (140)
CITY CENTER
LEFT LANE
24" B
8"C
6"D
16+/2
①
15
20
EXIS
TO
①
R R
(39) (140) MERRILL
LAKEVIEW
CITY CENTER (39) (140)
EXISTING SIGN MOVE TO NEW SIGNAL POLE
CENTER LANE
LEFT TURN ONLY
KINGSLEY FIELD
MIDLAND
A
②
①
EXISTING SIGN - MOVE TO NEW SIGNAL POLE. ADD AIRPORT SYMBOL.
KINGSLEY FIELD
MIDLAND
RIGHT LANE
EXISTING SIGN TO REMAIN IN PLACE.
CENTER LANE
LEFT TURN ONLY
MATCH LINE
35
40
45
"RIGHT LANE ENDS"

NOTES

① REMOVE EXISTING "SIGNAL AHEAD" SIGN. INSTALL W3-3 SIGNAL AHEAD SYMBOL SIGN ON EXISTING POST.

② USE AIRPORT SYMBOL SIGN NO I-5 IN THE "STANDARD HIGHWAY SIGNS" MANUAL


NORTH WEST
59
140
CITY CENTER
LEFT LANE
24" B.S.
8" C
6" D
EXISTING "STOP" SIGN TO REMAIN IN PLACE
R R
JCT.
59
140
3'-6"
CROSBY AVE. 5" C
4'-3"
WASHBURN WAY 5" C
"STOP"
Crosby Ave.
25
30
CENTER LANE
LEFT TURN ONLY
CENTER LANE
LEFT TURN ONLY
"STOP"
4'-3"
WASHBURN
3'-6"
CROSBY AVE
CENTER LANE
LEFT TURN ONLY
3'-6"
HILYARD AVE. 5" C
2 Road
Hilyard Ave.
"STOP"
4'-3"
WASHBURN WAY 5" C
45
"RIGHT LANE ENDS"

Lyle C. Smith

Jan 12, 1976

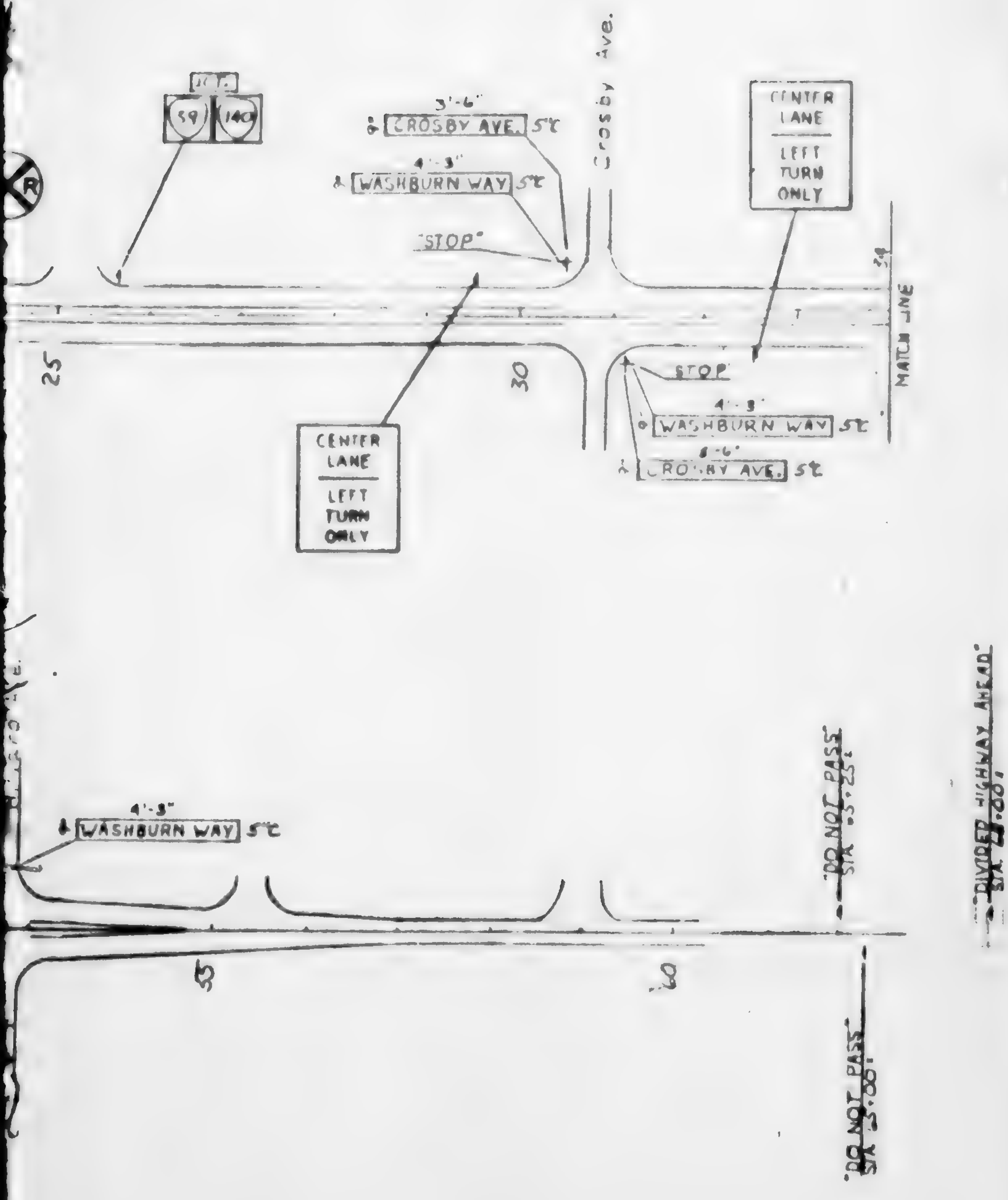
Jim Watson
CITY APPROVAL

DATE

SIGNING

S. 6th St. - HILYA
MIDLAND HIGHW

| Action | Date | |
|---|---|---|
| Submitted | 11-24-75 | |
| Approved | 11-26-75 | |
| • | | |
| • | 1/27/76 | |
| Accepted | | Not |


JCT.
59
140
3'-6"
CROSBY AVE. 5t
4'-3"
WASHBURN WAY 5t
Crosby Ave.
"STOP"
CENTER LANE
LEFT TURN ONLY
25
30
MATCH LINE
STOP
4'-3"
WASHBURN WAY 5t
3'-6"
CROSBY AVE. 5t
CENTER LANE
LEFT TURN ONLY
4'-3"
WASHBURN WAY 5t
"DO NOT PASS"
STA. 53+25!
"DIVIDED HIGHWAY AHEAD"
STA. 53+00!
"DO NOT PASS"
STA. 53+00!
R

Lyle C. Smith

Jan 12, 1976
DATE

Jim Watson
CITY APPROVAL

DATE

SIGNING PROJECT

S. 6th St. - HILYARD AVE. (KLAMATH FALLS
MIDLAND HIGHWAY - KLAMATH CO.

| Action | Date | | Title |
|---|---|---|---|
| Submitted | 11-24-75 | | Traffic Control Engr. |
| Approved | 11-26-75 | J. H. Wood | Sign Engineer |
| • | 1/22/76 | | Traffic Engineer |
| • | 1/27/76 | | Asst. Hwy. Engr. |
| Accepted | | Not Required | USBPR |

420

**REFERRED TO**

Beard ______ Reed ______
Cole ______ Sample ______
Eriksen ______ [✓ Watson] W
Hager ______ Wolfe ______
Return [✓ Discuss] Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1859

# OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 29, 1976

The Honorable Raymond P. Thorne
Chairman, Board of County Commissioners
Klamath County Courthouse
Klamath Falls, OR 97601

(SAME LETTER TO:
(The Honorable George C. Flitcraft,
( Mayor
(City of Klamath Falls
(226 S. Fifth Street
(Klamath Falls, OR 97601

Dear Mr. Thorne:

Final design and right-of-way descriptions on the South Sixth Street-Hilyard Avenue project will be completed in about two weeks. Negotiations for rights-of-way and relocation of affected businesses will begin about February 15, 1976 and, hopefully, be concluded within 90 days thereafter.

The plan details for relocation of utilities are now being worked out and the Public Utility Commissioner is to schedule a hearing on the railroad crossing soon.

The Design staff indicates that the project will be clear for contracting in June or possibly May, but no sooner.

I'm sorry we cannot contract this project sooner but completion of the above items will take three to four months. We will keep the job on the "front burner" and contract it as soon as possible.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

bc E. S. Hunter
L. W. Rulien (enc.)
J. H. Versteeg "
J. B. Boyd "
D. N. Harwell "

ESH:ja

Form 81-734-3123

**CITY OF KLAMATH FALLS, OREGON**

226 SO. FIFTH STREET
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

January 19, 1976

JAN 21 '76
REFER TO Hunter
✓

Mr. F. B. Klaboc, Administrator
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: S. 6th St. /Hilyard Ave. (K-Falls) Sec.
Midland Highway, Klamath County

Dear Mr. Klaboe:

The City Council of Klamath Falls wishes to join with the Klamath County Board of Commissioners in urging that every effort be made to let bids on the subject project during the first quarter of 1976. We are experiencing industrial expansion in the area which will seriously compound the existing traffic congestion.

The City would appreciate any consideration you can render in moving the bidding on the proposed project forward to the first quarter of 1976.

Thank you for your assistance.

Sincerely,

George C. Flitcraft

George C. Flitcraft
Mayor

GCF:par

cc: Klamath County Board of Commissioners

BOARD OF COUNTY COMMISSIONERS
**KLAMATH COUNTY OREGON**
COUNTY COURTHOUSE -:- KLAMATH FALLS, OREGON 97601

January 15, 1976

Mr. F. B. Klaboe, Administrator
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, OR 97310

REF: S.6th.St.-Hilyard Ave.(K-Falls)Sec.
Midland Highway
Klamath County

Dear Mr. Klaboe:

On February 27, 1975, our letter to you urged a reconsideration of priorities on the referenced project to allow construction during calendar year 1975. Your response of March 17, 1975 stated the project was scheduled for contract during the fall of 1975. A later follow-up by our staff revealed a delay to the first quarter of 1976. Our Public Works Director met with your staff last week and was informed the project is now scheduled for contract in June, 1976.

We understand that various factors can cause delays in such a project, but urge that every effort be made to undertake an earlier contract date. Current industrial expansion and the related traffic considerations in this area impose a need for construction of this project as soon as possible.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Raymond P. Thorne
Raymond P. Thorne, Chairman

Bryant Williams
Bryant Williams, County Commissioner

Lloyd Gift
Lloyd Gift, County Commissioner

RECEIVED
STATE HWY ENGR
JAN 20 '76
REFER TO
Hunter — 1-26-76
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc: Don Harwell

420

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 13, 1976

L. K. Watson

FROM: L. K. Watson

SUBJECT: S. 6th Street-Hilyard Avenue
(Klamath Falls)
Midland Highway
Klamath County

TO: MEMO TO THE FILES

A copy of memo dated December 8, 1975 is enclosed for reference. The proposed typical section is for four lane highway with curb, gutters (Type A curb) and no sidewalks. A berm will be provided back of the curb for a future walk. John Oakes says that the right of way section will negotiate with Washburn Enterprises, Inc., to eliminate the requirement for constructing the walk.

Attachment
LW:az
cc: V. D. Wolfe
John Oakes
Carl Williams
H. Brainerd
F. O. Scott

RECEIVED

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 8, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: S. 6th Street-Hilyard Avenue
(Klamath Falls)
Midland Highway
Klamath County

Washburn Enterprises, Inc., deeded to Klamath County a strip of land 20' wide along the west side of Washburn Way from the Oregon, California and Eastern Railroad to Hilyard Avenue. It was stipulated that a four-lane highway with gutters, curbs and sidewalks would be built on or before June 30, 1977, or the 20' strip would revert back to the grantor. The estimated value is placed at $2,500 per acre by Harold Brainerd. The value for the 1-1/2 acres required would be $3,750.

It is possible that the restrictive clause could be deleted without any further costs.

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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LKW:jh
cc: Victor D. Wolfe
Carl Williams
K. Chatwood
H. Brainerd

420

**OREGON STATE HIGHWAY DIVISION** FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Bend, OREGON 97701
December 29, 1975

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: George Wills
Location Field Engineer

SUBJECT: South Sixth St.-Hilyard Ave.
(Washburn Way)
Midland Highway
Klamath County
Prefix No. 118-1301

I met with Mr. Collier to resolve items remaining at issue. For now, I can say major concerns were resolved.

A copy of my letter/attachments sent to Mr. Collier after our meeting is attached and the items listed cover the concerns of Mr. Collier.

As stated to Mr. Collier, the intent is to construct the intersection as per Sheet #1 (Map 3) with a 5-phase actuated/intertied signal system with capability to go to 6-phase actuated in the future.

The curb installed along the easterly side of Washburn Way is not to be backfilled in the normal manner. Leave the back side exposed, the same as the front. Particular attention should be given drainage as it affects the adjacent property. Once the grade for reconstruction is known, it should be checked against actual field conditions to make sure drainage will function properly.

The future service road adjacent to the railroad and easterly from Washburn Way will be built sometime in the future. I could get no firm date from Mr. Collier on this. I assured Mr. Collier that the curb would be terminated as shown in the event our contract is completed before his service road. If he gets his service road built before we get there, then curb returns would be built.

On the attached Sheet #1 (Map 3), I have shown suggested ending points for the center islands on South Sixth Street. I see no valid reason for extending them across the cross-walks.

Also on the right-turn lane for Washburn Way traffic, south to east, there should be a curb only to delineate the lane (along the 55-foot R line). This curb should extend to intersect with the existing island adjacent to South Sixth Street. Enough island should be retained (as shown) to delineate the first service road entrance south of Washburn Way on South Sixth Street.

I am also returning your copy of all information previously submitted. If you find something missing, let me know and I'll try to find it.

Please keep me posted as this project moves along.

RAS:mr

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 4**

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 29, 1975

Mr. A. D. Collier, President
Swan Lake Moulding Company
PO Box 428
Klamath Falls, OR 97601

Mr. Collier:

Herewith are three (3) sets of sketches, as requested, showing information as follows:

| | |
|---|---|
| Sheet #1: | Shows curb line and approximate location of access points. |
| Sheets #2-6: | Show traffic movements for each phase of the 5-phase signal system. |
| Sheets #7&8: | Show traffic movements for phases 5 and 6 of a future 6-phase system. (Note - Phases 1 through 4 for a 6-phase system are same as for 5-phase system.) |

I also take this opportunity to confirm items discussed during our meeting on Tuesday, December 23, 1975.

Item 1 - South Sixth Street and Washburn Way Intersection

Intention is to construct according to Sheet #1 (Map 3). This shows a separate right-turn lane for Washburn Way traffic, south to east on a 55-foot radius. Map also shows a separate left-turn lane for Washburn Way traffic south to west.

Some island removal and reconstruction is required as shown. The ends of islands will be located so as to cause minimal or no interference with traffic movements.

The reconstructed section for Washburn Way will have five lanes with no parking.

Item 2 - Signal System

Initial installation will provide for 5-phase actuated/intertied system with provision for going to 6-phase actuated in future.

Item 3 - Curbs/Walks/Drainage

Curbs will be constructed between South Sixth and the railroad on both sides of Washburn Way. Curb on the easterly side will not be backfilled in the standard manner, but will be left exposed to provide operating room between curb and right of way line and onto adjacent property.

Sidewalks will not be constructed on the easterly side of Washburn Way between South Sixth Street and the railroad.

Drainage at the present time is proposed to be 42-inch in size to the crossing of Washburn Way near Crosby Street. The crossing will be 48-inch in size.

Item 4 - Access Points

As discussed, the access locations shown on Sheet #1 (Map 3) are approximate only. Actual location of access points will be determined during right of way negotiations. The future service road adjacent to the railroad will be connected or provisions will be made for connection when the service road is completed.

Item 5 - Monuments

Existing monuments/corners will be referenced and reset if disturbed during construction.

I do not have the information available now that you requested in your letter dated December 24, 1975. Final grade lines have not been worked up as yet. When they are, I will send you a profile of the curb line. Every effort will be made to keep from creating or aggravating any drainage problems. As you are well aware, the grade line for Washburn Way fronting your property is well controlled by South Sixth Street and the railroad. Drainage is very critical.

I will keep in touch with you as this project develops toward final design status. Your comments and suggestions have been very helpful.

If you have additional information or any questions, please contact me or John Gunter.

Robert A. Sandmann
Regional Construction Engineer

RAS:mr

cc: John Gunter
George Wills

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 8, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: S. 6th Street-Hilyard Avenue
(Klamath Falls)
Midland Highway
Klamath County

Washburn Enterprises, Inc., deeded to Klamath County a strip of land 20' wide along the west side of Washburn Way from the Oregon, California and Eastern Railroad to Hilyard Avenue. It was stipulated that a four-lane highway with gutters, curbs and sidewalks would be built on or before June 30, 1977, or the 20' strip would revert back to the grantor. The estimated value is placed at $2,500 per acre by Harold Brainerd. The value for the 1-1/2 acres required would be $3,750.

It is possible that the restrictive clause could be deleted without any further costs.

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LKW:jh
cc: Victor D. Wolfe
Carl Williams
C. Chatwood
H. Brainerd

ROW 18-2A20

1859

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 9, 1975

Oregon, California & Eastern Rwy.
P. O. Box 1088
Klamath Falls, OR 97601

Attn: N. P. McKellips
Vice Pres.-General Mgr.

Railroad Revisions
Crossing No. 25A-001.20
S. Sixth St.-Hilyard Ave.
(K. Falls) Section
Midland Highway
Klamath County

Dear Sir:

The Oregon Department of Transportation, Highway Division, has a project scheduled to be awarded for contract in the first quarter of 1976 comprising the S. 6th St. to Hilyard Ave. Section of the Midland Highway in Klamath Falls. Midland Highway crosses over tracks of the Oregon, California & Eastern Railroad at Railroad M.P. 1.20 and certain revisions to railroad facilities are requested as a part of this project. I am enclosing for your information one copy of our right of way map in the area of the crossing and two copies of a vicinity map of the crossing indicating the various topographic features and the railroad and highway profiles.

On the vicinity map the highway right of way has been outlined in red. Also indicated are the flashing light-drop arm gate installations which are highlighted in yellow. At the bottom of the sheet is a profile of the Midland Highway and the crossing of the OC&E Railroad has been indicated by green highlights.

In reviewing the existing profile of Midland Highway it has become apparent that there is a dip at the crossing of the OC&E Railroad. Since this project calls for repaving of the Midland Highway, this dip at the railroad crossing will become greater. It is requested that OC&E raise their tracks through this crossing to meet the new highway profile at the crossing location in order to give a smooth and continuous profile through the crossing. The project also calls for the widening of the Midland Highway and as a result it will be necessary for the OC&E to relocate the flashing light-drop arm gate installations on either side of the crossing.

It is further anticipated that the State will request permanent easements from the OC&E to allow us to make the necessary highway improvements. As soon as the final details are worked up on the widening, I will furnish to you an encroachment map indicating the areas on which the permanent easement will be required.

Since the railroad facilities which will have to be adjusted are on State Highway right of way, it will be the responsibility of the OC&E to relocate the signals to a new location up and to adjust the track elevations at the crossing all at your expense. Since the existing flashing lights are mast mounted installations, it is anticipated that the flashing lights in the new location may have to be cantilever light assemblies. As soon as the typical section for the new roadway is completed, I will contact the Public Utility Commissioner's office and determine if they will in fact require cantilever flashing lights to be installed. The Oregon Highway Division will submit the necessary PUC applications to the Public Utility Commissioner's office for their processing.

As further information is developed on this project I will forward it to you for your information and use.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: Dave Astle - PUC

bc: J. H. Versteeg
J. L. Sollis
J. B. Boyd
C. M. Williams

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September 5, 1975

Mr. W. C. Harris, Master
Oregon State Grange
1313 S. E. 12th Avenue
Portland, OR 97214

Dear Mr. Harris:

This is in reply to your August 28 letter with an attached resolution which requested that we consider improvements to the section of Washburn Way between South Sixth Street and Hilyard Avenue in Klamath Falls.

This section of highway is currently scheduled for reconstruction during the first quarter of 1976. Improvements will include four-laning and elimination of roadside ditches. The field survey work has been completed and final design is now under way.

If you have any questions regarding the particulars on this project, you may contact our Resident Engineer, E. J. Dunn, 2557 Altamont Drive, Klamath Falls.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
Carl Williams (enc.)
E. J. Dunn "

RCP:pw ja

ORESON STATE GRANGE

1313 S. E. 12TH AVENUE
PORTLAND, OREGON 97214

W. C. HARRIS
MASTER

August 28, 1975

George M Baldwin, Director
State Department of Transportation
135 Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The enclosed resolution was adopted by the Oregon State Grange delegates in annual session, June 16-20, 1975.

The Grange is a grassroots organization with delegates from all parts of the state and this resolution was carefully considered and thoroughly discussed. It expresses a widely held point-of-view and we commend it for your consideration.

Sincerely,

W C Harris

W. C. Harris, Master
OREGON STATE GRANGE

WCH:on
Enc.

RECEIVED
SEP 2 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
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RECEIVED
AUG 29 1975
OFFICE
DIRECTOR of TRANSPORTATION

ESH

## WIDENING OF WASHBURN WAY, KLAMATH FALLS

WHEREAS Washburn Way from Hilyard to South 6th Street is a two-lane State Highway; and

WHEREAS traffic is increasing every year; and

WHEREAS this road at Hilyard suddenly narrows to extreme narrow road and no shoulders and extreme steep banks to barrow pit ditch. When foul weather conditions prevail, drivers fail to prepare for this sudden change in road structure conditions: Therfore be it

RESOLVED, That Oregon State Grange urges the State Highway Commission to immediately take action to widen this road to four lanes and cover the dangerous barrow pit.

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
July 28, 1975

FILE: LOC
18-1301

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Resignalization
South 6th.St.-Hilyard Ave.(K.Falls)Sec
Midland Highway, Klamath County
Prefix: 118-1301

As per a phone conversation with Bill Zirbes, attached is a sketch of the intersection of South Sixth Street and Washburn Way on the subject project.

The channelization is a combination of the existing and the proposed; the proposed being the south approach on Washburn Way, and the removal of th diversion islands on sixth street.

I have discussed possible changes with Carl Williams. I understand you are both reluctant to suggest removal of this intersection from the South Sixth Street intertie. The major points of conflict as I see them are as follows:

1. The Washburn Way left turn traffic is somewhat reluctant to pass right side to right side. This will be improved by the construction of a left turn lane on the south approach. Prior left turning traffic started from points further to the right. This, coupled with the odd geometric configuration of the intersection caused the traffic to want to pass left side to left side and then cross with a left turn.
2. The Washburn Way through traffic conflicts with the left turn movements. This causes considerable back up and often results in a Mexican standoff. It would appear the only way to eliminate this is with a separate phase for the left turn and through movement.
3. The new curb alignment for this project will nearly force removal of the South Sixth Street left turn diversion islands. This will cause a single pedestrian movement across Sixth Street instead of the two part movement presently in use. This pedestrian movement is relatively minor.

Your assistance in developing a workable sclution is requested.

see attached revision — [illegible] —
need per [illegible]
and traffic

JEH:pw

cc: J.H.Versteeg, w/attach.
E.J.Dunn, w/attach.

1 Versteeg
2 A. Olson
2 Terpin
Scott
~~Swanson~~
R. Olson

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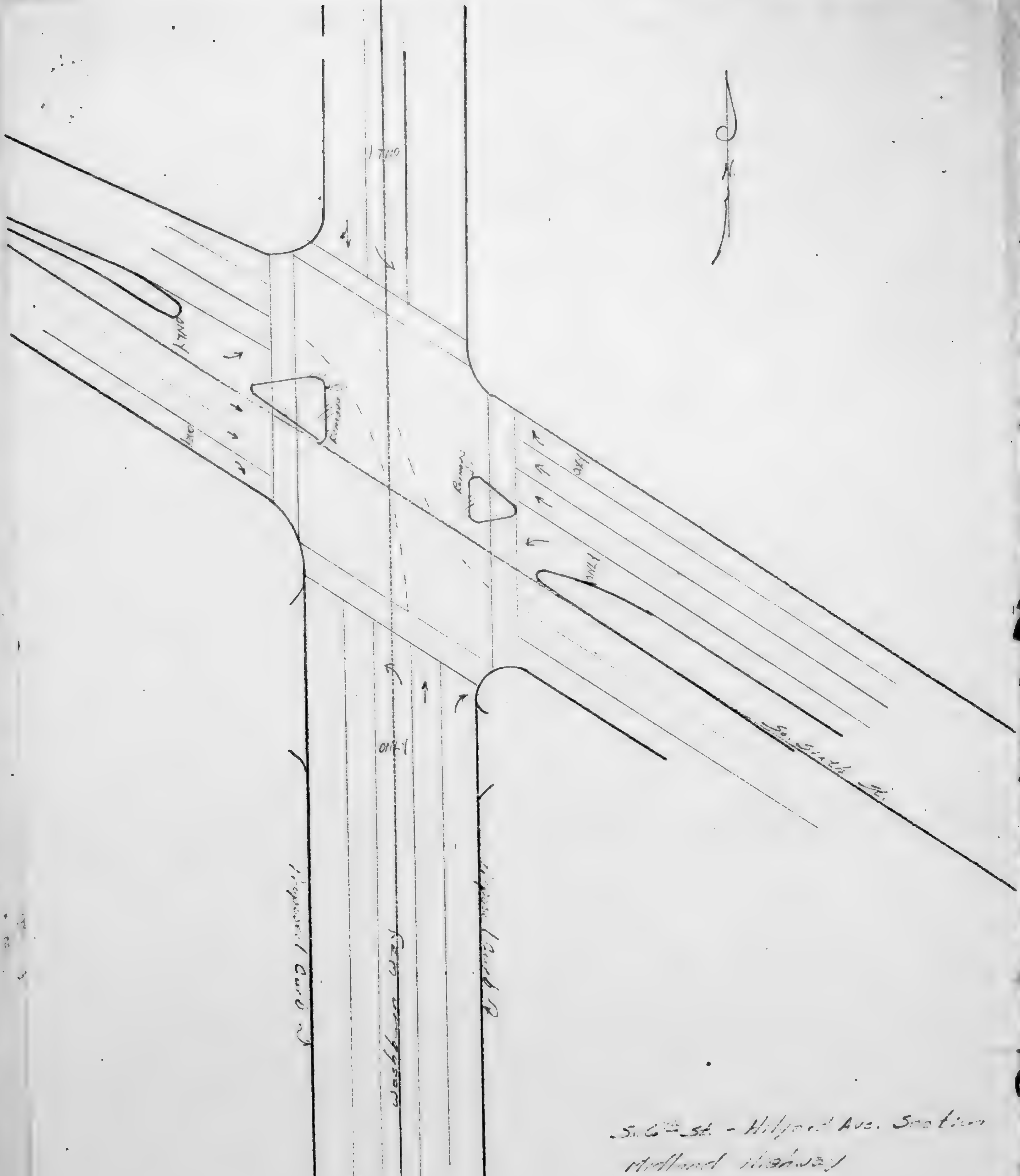
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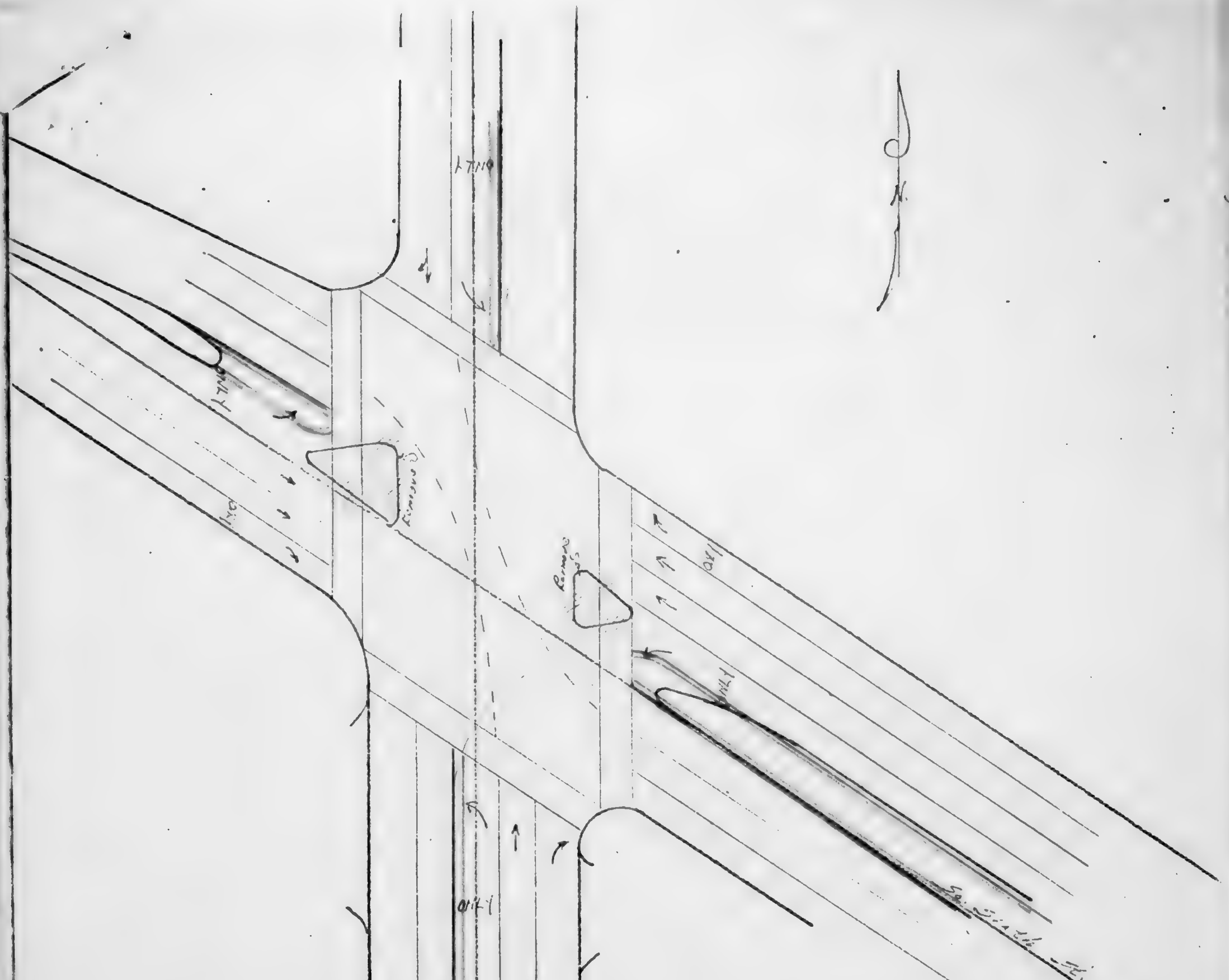
S. 6th St. - Hilyard Ave. Section
Midland Highway
Klamath County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S. 6th St. - Hilyard Ave. Section
Midland Highway
Klamath County

420

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
July 11, 1975

R. J. VanCleave

FROM: R. J. VanCleave
Regional Geologist

TO: Frank E. Terpin
Final Design Engineer

SUBJECT: S. Sixth St.-Hilyard Avenue
(Klamath Falls)
Prefix No. 118-1301
Midland Highway
Klamath County

You had requested development and reclamation plans for material sites that E. J. Dunn set up for the subject project. The Region has determined that due to closeness of the project to Klamath Falls and the small quantities involved, that commercial sources be designated for this section.

A prospective borrow source has been set up on Alameda Bypass within the R/W. The material can be obtained by widening the existing cuts. This should qualify as on-site construction and be exempt from permit requirements.

RJV:mr

1 ✓
copy

cc: Carl Williams copy
E. J. Dunn copy

8407

Salem, Oregon
June 16, 1975

Frank E. Terpin
Final Design Engineer

F.E.T.

Victor D. Wolfe
Location Engineer

S. 6th St.-Hilyard Ave. (K. Falls)
Midland Highway
Klamath County

It is requested that a hydraulic study be made on the proposed storm sewer on the named section. The railroad requirements of cover over the pipe lowers the flow line grade of the sewer approximately 3.8±. To maintain the lowered flow line to eliminate a syphon under the railroad will require investigation of the county and cities drain ditches to their storage lagoon.

LKW:we
cc: Lyle K. Watson
Carl M. Williams

✓ Versteeg ✓
A. Olson
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Swenson
R. Olson
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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 16, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: S. 6th St.-Hilyard Ave. (K. Falls)
Midland Highway
Klamath County

E. S. HUNT

The following information, relative to the railroad, was received from E. J. Dunn, Resident Engineer by phone on the named section.

The O.C. & E. railroad has been recently purchased by the Weyerhauser Company. The train crossings have increased from three trains a day to seven and are to be increased to thirteen. The Weyerhauser Company is considering making a request that an overcrossing of the railroad be constructed at this grade crossing.

LKW:we
cc: E. S. Hunter
~~C. M. Williams~~
J. E. Chidsey
E. J. Dunn

RECEIVED
JUN 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

422

Salem, Oregon
June 10, 1975

Frank E. Terpin
Final Design Engineer

P.E.P.

Carl M. Williams
Region IV Engineer

S. 6th St.-Hilyard Ave. (K. Falls)
Midland Highway
Klamath County

Resident Engineer, E. J. Dunn, proposed three prospective material sources for the named section. These sources were designated on the Statement of Material Sources; file numbers 1R-2-1181, 1R-2-1712 and 1R-2-540. Please prepare development and reclamation plans, show plant set up area or stockpile areas if required and the necessary permits. Prints of the 1R maps of these sources are enclosed.

The Region Traffic and District Engineers were to study and submit a proposed channelization at the intersection of 56th Street and Washburn Way. Please review and submit the proposed channelization.

Please submit the detailed report, from the Utilities Engineer, of the O. C. & E. Railroad grade crossing.

LKW:we
cc: J. E. Chidsey
C. G. Swenson
L. K. Watson

Versteeg
A. Olson
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R. Olson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Klamath Falls, Oregon
June 4, 1975

FILE:

FROM: E. J. Dunn
Res. Engr.

TO: Frank E. Terpin
Final Design Engineer
Salem, Oregon

SUBJECT: So. 6th St. - Hilyard
Midland Highway
Klamath County

I am returning the vicinity map and profile for the subject location with sight distances as requested.

I have tried to obtain a railroad map of this crossing as requested but to no avail.

The O C & E railroad was recently purchased by the Weyerhaeuser Company and there files are not complete.

E Dunn
E. J. Dunn
Res. Engr.

cc: Region Office

REFERRED TO
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Eriksen Watson
Hager Wolfe
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BY FINAL DESIGN ENGINEER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 27, 1975

FILE:

**FROM:** Frank E. Terpin
Final Design Engineer

**TO:** Carl M. Williams
Region IV Engineer

**SUBJECT:** S. 6th St.-Hilyard Ave.(Klamath Falls)
Midland Highway
Klamath County

A [illegible] RE [illegible] ROE FAE
RECEIVED ENV
RTE
RUE MAY 28 1975 RDE
RSO REGION 4 RBE
ASSIGNED____________

It is requested that the Sighting Table distances be entered in the Sighting Table for points A, B, C and D on the enclosed print of the Vicinity Map for the Midland Highway Crossing of the Oregon, California and Eastern Railroad; that the sighting lines be placed on the print with colored pencil and that the print be returned to the Final Design Unit.

Additionally, it would be helpful if an O. C. and E. Railroad map including the subject crossing could be obtained and forwarded to Final Design. In this connection the latest information available to this office indicates that Weyerhaeuser Company now controls the O. C. and E. Railroad.

CG:we
Attachment

1859

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 3, 1975

TO
Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning and
Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

FROM
George N Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Bond Funds
State Admin. District No. 11
S. 6th Street-Hilyard Ave. Sec.
Midland Highway
Klamath County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 4, 1975.

BLG:bb
Attachment

cc:
G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
J. L. Gunter
Carl M. Williams
Aeronautics Division

Form 81-734-3122

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | | |
|---|---|---|---|---|
| | For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One |
| 02 | 12] APPLICANT [45<br>State Highway Division | 46] DIVISION [79<br>Dept. of Transportation | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>State Highway Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>L. W. Rulien | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>S. 6th Street-Hilyard Ave. District 11 | | | |
| 11 | 12] PROJECT LOCATION CITY [45<br>Midland Highway, Klamath Falls | 46] PROJECT LOCATION COUNTY [79<br>Klamath | | |
| 05 | 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71<br>This project, 0.82 mile in length, will alleviate congestion on a two-lane highway | | | |
| 06 | 12] [71<br>which has become a bottleneck between two four-lane sections. Within urban limits | | | |
| 07 | 12] [71<br>the roadway will have four 12-foot lanes, 16-foot median with 4-foot shoulders. | | | |
| 08 | 12] [71<br>Rural areas shoulders will be 8 feet. Work involves grading, paving, signalization | | | |
| 09 | 12] [71<br>and guardrail. A bikeway is not anticipated. | | | |
| 10 | 12] [71 | | | |

| | FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| 12 | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 585,000 | - | 165,000 | - | - | 750,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>Federal Highway Administration |

**17**

**(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

| STATE | INTER-STATE | COUNTY | CITY | SCHOOL DISTRICT | SPECIAL DISTRICT | COMMUNITY ACTION | SPONSORED ORGANIZATION | OTHER |
|---|---|---|---|---|---|---|---|---|
| ☒ 12 | ☐ 13 | ☐ 14 | ☐ 15 | ☐ 16 | ☐ 17 | ☐ 18 | ☐ 19 | ☐ 20 |

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

| NEW GRANT | CONT. GRANT | SUPPL'T GRANT | INCREASE DURATION | DECREASE DURATION | CANCELLATION | INCREASE DOLLARS | DECREASE DOLLARS |
|---|---|---|---|---|---|---|---|
| ☒ 21 | ☐ 22 | ☐ 23 | ☐ 24 | ☐ 25 | ☐ 26 | ☐ 27 | ☐ 28 |

| (C) IS THERE A COMPREHENSIVE PLAN? STATE | | REGIONAL | | LOCAL | | (D) REVIEW REQUIRED by A-95 | | (E) ENVIRONMENTAL IMPACT | | (F) HOUSING RELOCATION REQUIRED | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No |
| ☒ 29 | ☐ 30 | ☐ 31 | ☐ 32 | ☐ 33 | ☐ 34 | ☒ 35 | ☐ 36 | ☐ 37 | ☒ 38 | ☐ 39 | ☒ 40 |

(See IV, Page 2)

| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42 | 43] DAY [44 | 45] YEAR [46 |
|---|---|---|---|
| | July | 4 | 1975 |

## ADDITIONAL INFORMATION — ALL APPLICANT

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 3, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: June 3, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C)

First Issue 1974 Bond Program, 25 Mi.

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 53
(c) State Senatorial District(s) Number(s) 27

### STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

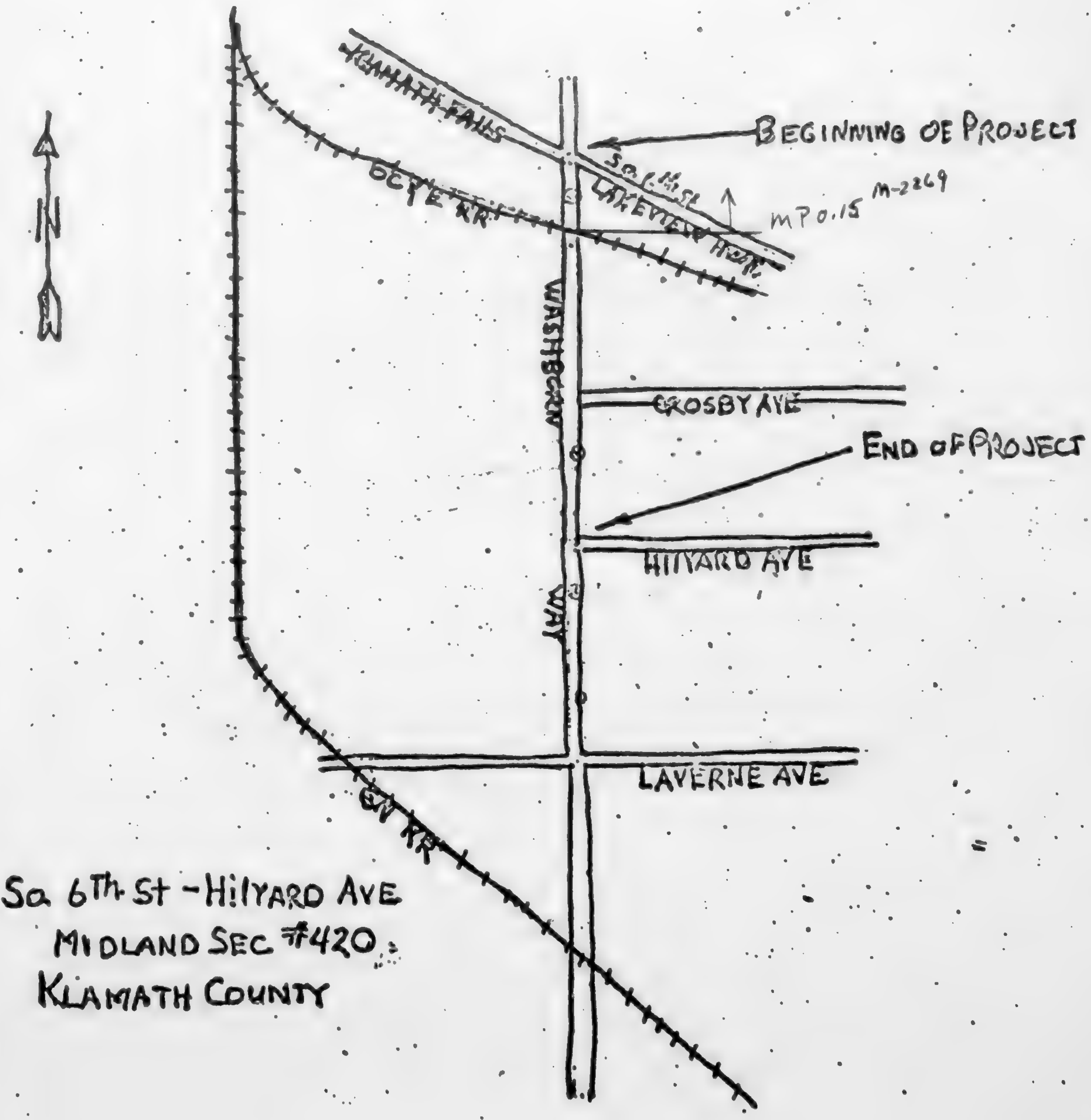
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

### REMARKS

17(E) This is a Category 3 project of nonmajor action under Oregon's Action Plan.

This project is proposed by the Oregon State Highway Division in cooperation with District 11, Klamath-Lake Planning and Coordinating Council.

Approximately 1.2 acres of commercial land used for commercial purposes will be required for rights-of-way. A corridor/design hearing is tentatively scheduled for August 1975.


N
KLAMATH FALLS
BEGINNING OF PROJECT
So. 6th St
LAKEVIEW HWY
MP 0.15
M-2269
OC+E RR
WASHBURN
WAY
CROSBY AVE
END OF PROJECT
HILYARD AVE
LAVERNE AVE
SP RR

So. 6th St - Hilyard Ave
Midland Sec #420
Klamath County

Contract #8407

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 29, 1975

FILE: PRO 4-3

FROM: for L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
S. 6th Avenue-Hilyard Avenue
Midland Highway
Klamath County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

RECEIVED
MAY 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

APPROVED
for
E. S. Hunter
Date 5-28-75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 23, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Projects M-2269(-) & RS-299(-)
South 6th Ave.-Hilyard Ave.
Midland Highway, Klamath County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's May 1 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. It should be noted that the project will not, as is indicated in the subject assessment, alleviate a 2-lane bottleneck between two 4-lane sections as Washburn Way is 2-lane beyond Hilyard Avenue. The project assessment should be so corrected.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G.Potter)
OSHD (C.Laux)

NOTED
R. L. S[illegible]

RECEIVED
MAY 2 [illegible]

RECEIVED
STATE HWY ENGR
MAY 27 '75
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign [illegible] [illegible]

Rulien - TAA
5-27-75

Cy acq

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 31, 1975

## A. PROJECT IDENTIFICATION

M-2269 (-)
RS-299 (-)

Name of Project South 6th ~~Avenue~~-Hilyard Avenue Section (Section)

Location of Project Midland Highway (Highway Name) ORE 420 (Highway No., US - ORE)

Klamath Falls (City) Klamath (County) IV (Region)

Program Bond (Funding) $620,000 (Estimated Cost) 118-1301 (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to alleviate congestion on a two lane highway which has become a bottle-neck between two sections of four lane highway.

Origin and History: The project is designated number two on a bonding funds priority list established by Klamath and Lake Counties. The original plans include a bike path but the city of Klamath Falls requested that the plans be dropped.

## C. DESCRIPTION OF PROJECT

Length 0.82 miles

Termini M.P. 0.00-M.P. 0.82

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

## Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 1.2 acres of commercial land used for commercial purposes will be required for right-of-way purposes.

Typical Section Within city limits--4 12' lanes, 16' left turn median, 4' shoulders and 5' sidewalks. Outside city limits--4 12' lanes, 16' left turn median, 8' shoulders.

Structures Bridge structures are not required.

Characteristics (ADT) M.P. 0.01 - 6,400 (1973)

M.P. 0.01 - 9,000 (1984) Due to only possible route for traffic in the area. ADT's are similar for build and no-build conditions.

Other General Information (or Supplemental information to items)

The existing facility crosses a major rail alignment. Signalization and guardrails are included in the construction plans to insure safety at this intersection. A bicycle path will not be constructed. Poor drainage in the area will require some additional drainage construction.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The original plans for this project inlcuded a bicycle path along the entire 0.82 mile. However, city demands supported sidewalks within the city with no bike path. Wide, paved shoulders beyond the city limits could support a bike path in the future.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☒ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project site is located within an old lakebed which exists as a flat, low plain. Remaining hydrological sites are still evident in the area, including Lake Ewauna and numerous other small lakes. Due to the lakebed topography drainage capabilities are almost non-existent. A high water table is also characteristic in the area. The soils are clay type with poor internal drainage. Vegetation growth is minimal, basically grasses and sedges which can be supported by the poorly drained soils and topography. The area has been repeatedly used by man, future use is prohibitive due to poor conservation of the land.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use along Midland Highway between 6th Avenue and Hilyard Avenue is commercial, light industry, railroad right-of-way and public service lands. Commercial development is heavily concentrated within the city limits between 6th Avenue and the rail alignment. A large Bi-Mart Store has increased local traffic and congestion in the area. Commercial development and light industry are located along the east side of Midland Highway to the southern terminus of the section. This area has been designated a prime growth area for commercial development. The west side of the highway is used for sanitation ponds and a buffer zone. Several utility lines are located within the project location. These include electric, gas, phone, cable TV, sanitation and transportation lines.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Approximately 1.2 acres of land is required. Three developments will be affected: 1) Albers Feed and Farm Supply; 2) Yaden Inc., and; 3) Waggoner and Burnes. Yaden Inc. is located on the corner of 6th Ave and Washburn Way. Albers Feed and Waggoner and Burnes, a ready-mix plant, are located on the east side of Washburn Way between 6th Ave. and the railroad alignment. Consequences: Relocation will be required for the ready-mix plant. Yaden Inc. has found it possible to move their gas pumps back without requiring additional land. Storage and a garage area will be lost by the feed store but reconstruction will enhance its services. Access and parking will not be affected.

2. Estimated Changes in Traffic Patterns:

   Traffic flow will become smoother due to the increased lanes through this section.

   Consequences:

   The bottle neck situation created by the existing two lane facility will be alleviated.

3. Estimated Changes in Land Use:

   Land required for right-of-way will become transportation land use.

   Consequences:

   The project will facilitate commercial growth in the area by providing a more accessible route and decreasing congestion.

4. Expected Adverse Effects on Natural Ecological Resources:

   No adverse effects on the natural resources are anticipated.

   Consequences:

   N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No adverse effects on the cultural or scenic resources are anticipated.

   Consequences:

   N/A

6. Preliminary Identification of Areas of Critical Environmental Concern:

Critical environmental concerns are not apparent.

7. Potential for Controversial Issues:

Controversial issues are not apparent

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

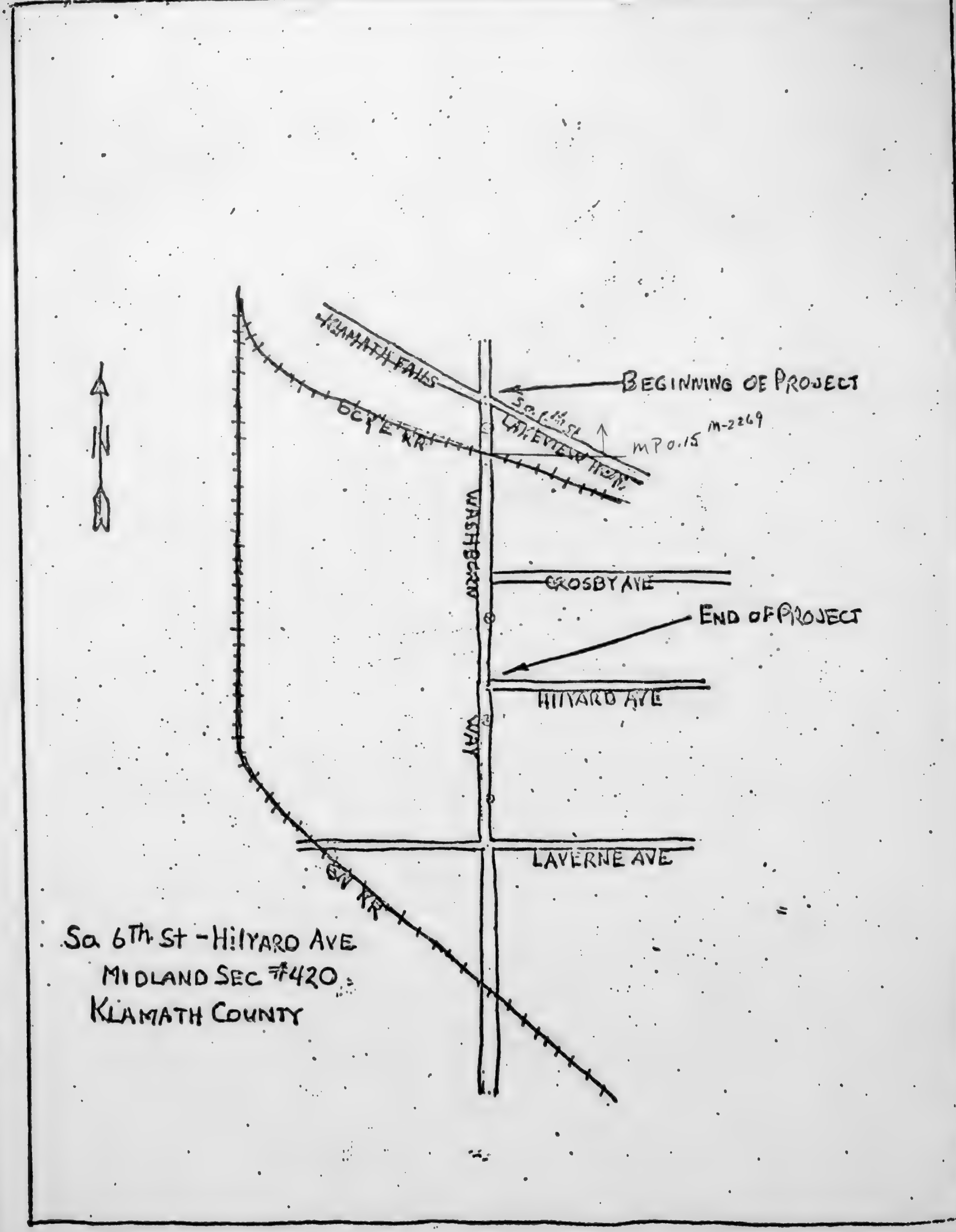
## I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action and requires no further environmental study.

MH


N
KLAMATH FALLS
So. 6th St
LAKEVIEW HWY.
BEGINNING OF PROJECT
MP 0.15
M-2269
OC+E RR
WASHBURN
WAY
CROSBY AVE
END OF PROJECT
HILYARD AVE
LAVERNE AVE
SP RR

So. 6th St - Hilyard Ave
Midland Sec #420
Klamath County

March 17, 1975

Board of County Commissioners
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

Gentlemen:

Your letter of February 27 requested information on the status of the design for the improvement of the Midland Highway between South Sixth Street and Hilyard Avenue.

All preliminary field engineering work has been completed, descriptions for the additional right-of-way are being prepared, and final design work is expected to begin shortly. It appears that two parcels of right-of-way will be required in addition to slope easements necessary to construct a drainage ditch.

The project is currently scheduled for contract during the third quarter of 1975. We believe the schedule is consistent with the time required to conduct hearings, acquire right-of-way, and complete final design.

We hope that this information answers any questions you may have. If we can be of additional help, do not hesitate to let me know.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
Larry Rulien
Carl Williams (Att.)

GNH:scr srb

STATE HWY ENG
MAR 4 '75
REFER TO
Hunter
FOR

BOARD OF COUNTY COMMISSIONERS
**KLAMATH COUNTY OREGON**
COUNTY COURTHOUSE - KLAMATH FALLS, OREGON

February 27, 1975

Mr. F.B. Klaboe, Administrator
State Highway Division
138 State Highway Building
Salem, OR 97310

NOTED
A. E. JOHNSON

RE: MIDLAND HIGHWAY
NO. 420

Dear Mr. Klaboe:

The widening of the South Sixth Street to Hilyard Avenue section of the Midland Highway is the second priority project for District No. 11 under your first bond sale. The first priority was a small project involving the Campus Drive signals and has been completed.

We understand that the right-of-way has been acquired and design has been completed for the referenced project. A recent call to your office comfirmed that a bid opening date for late fall, 1975 has been tentatively set, but could possibly be set earlier if so recommended by the Transportation Committee.

A quick check of the record will show that only two small projects have been scheduled for District No. 11 under the preliminary six-year construction program. One is scheduled for 1977 and the other for 1979.

Our previous understanding was that the referenced project would be contracted this spring and constructed this year. If bids are not bet until fall, construction will be delayed until 1976. Due to the existing unemployment situation and the need for this project, we hereby urge you and the committee to reconsider its priority and attempt to schedule construction during the summer of 1975.

Thank you for your cooperation.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Lloyd Gift
Lloyd Gift, Chairman

Raymond P. Thorne
Raymond P. Thorne, Commissioner

Bryant Williams
Bryant Williams, Commissioner

aeg
RID

RECEIVED
MAR 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1983 Thomas Cr. & Cox Cr. 8408
Bridges N. of Lakeview. (Grad,
surf, and struct.)

C + A 5526 12-23-75
C + A 5576 2-25-76
C + A 5664 6-1-76

**OREGON STATE HIGHWAY DIVISION**

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

**Address invoice to:** Lake County
Board of Commissioners
Courthouse

Lakeview, Oregon 97630

**Attention of** Mr. Evert Lawson, Roadmaster

Request No. (assigned by staff engineer or head of section) CC 1839

Date June 30, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Thomas Creek and Cox Creek Bridges Section
FAS B ## (19-107)
Covered by agreement dated 5/28/76

**Itemized Statement:**

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be refunded to County | | $3,100.00 |

NOTE: Please send a copy of the
itemized costs to County
along with their refund

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 530.00
13,300.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 10,730.00

Give the number of the last previous request in connection with this same service. CC 1603
CC 1604

**Credit distribution:** 519-1916-297
519-1917-297
519-1052-297

**Submitted by:** Harold Reynoldson
Harold Reynoldson

**Approved:**
**Regional Engineer**

**Approved:**
Gerald Wimer
**Section Head or Staff Engineer**

**Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.**

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** June 30, 1978

**County** Lake **Contract No.** 8408 **Date Completed** 11/20/76

**FAS** B 333(19-107) **Section** Thomas Creek & Cox Creek Bridges

**PAYMENTS TO CONTRACTOR**

| | ITEM | | TOTAL COST |
|---|---|---|---|
| PE - | State (Fed. Part.) | | $ 2,997.06 |
| | Consultant | | 3,923.00 |
| | Total | | $ 6,920.06 |
| | State (Non Part.) | | 6.61 |
| | Consultant | | 163.00 |
| | Total (Non Part.) | | 169.61 |
| | Total PE Costs | | $ 7,089.67 |
| | Federal Funds Collected PE | | $ 5,934.91 |
| Construction - | | | |
| | Payments to Contractor (Fed. Part.) | | $110,300.43 |
| | Engineering | State | 3,216.53 |
| | | Consultant | 1,600.00 |
| | Total Federal Participation | | $115,116.96 |
| | Construction Engineering (Non Part.) | | 65.87 |
| | Interest paid to Contractor | | 35.73 |
| | Total Non Participation | | $ 101.60 |
| | Federal Funds Collected for Construction | | $ 98,692.33 |
| | Total Cost of Project | | $122,308.23 |
| | Total Federal Participation | | $122,037.02 |
| | Total Non Participation | | $ 271.21 |
| | Total Federal funds collected | | $104,671.15 |

County share of Construction Costs are:
½($122,037.02 - $104,671.16) + $271.21 = $8,954.15

| | |
|---|---|
| County Advance Deposit PE | $ 530.00 |
| Construction | 13,300.00 |
| Total Advance Deposit | $13,830.00 |
| Less County share of Costs | 8,954.15 |
| Refund Due County | $ 4,875.85 |

**Reference: Billing Form** CC 1839

HR:cw

Form A-[illegible]—5M—4-[illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by
Lake County
Board of Commissioners
Courthouse
Lakeview, Oregon 97630

This Space for Use of Accounting Division

Date June 30, 1978

Invoice No.

P. O. No.

ATTN: Mr. Evert Lawson, Roadmaster

Additional refunded to Lake County for the Thomas Creek-Cox Creek Bridges Section FAS B 333 (19-107) in Lake County.

$1,775.85

Gerald Wimer

CC 1839
CC 1603
CC 1604

8408-19 ~~STATE COPY~~ 9

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

cc: OSHD (H.S.Coulter)
Wash DC (HHO-32)

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| 1. PROJECT NO. | 2. COUNTY | 3. STATE |
|---|---|---|
| RS-19-107(2) | Lake | OREGON |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved construction of two bridges on FAS Route 19-107. Bridge No. 16252 over Cox Creek has a length of 31.5 feet. Bridge No. 16253 over Thomas Creek has a length of 27.5 feet. Both structures have a roadway width of 30 feet. Roadway embankment and aggregate surfacing were also provided for on this project which is approximately 8 miles north of Lakeview on the "Thomas Creek and Cox Creek Bridges" section.

| 5. CONTRACTOR'S NAME | 6. CONTRACT AMOUNT |
|---|---|
| Ross Bros. Construction, Inc. | $ 106,074.50 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Constr. Engr.

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

STATE HWY ENGR

11-1-77

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width 36 feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH *(Miles)* | BASE SURFACING WIDTH *(Feet)* | TYPE CODE NUMBER | NET LENGTH *(Miles)* |
| 2010 | 0.107 | 32 | X080<br>X-080 | 0.005<br>0.006 |

| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY | 11. DATE OF INSPECTION |
|---|---|
| David B. Carter, Area Engr | 1-26-77 |

12. IN COMPANY WITH
W. Cobine, Res Engr, R. Sandman, Reg 4 Constr Engr

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE Original Signed by D. B. Carter Area Engr.<br>David B. Carter | | 16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer<br>G. K. Hossner | |
| 14. TITLE Area Engineer | 15. DATE 10-28-77 | 17. TITLE District Engineer | 18. DATE 10-28-77 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

April 25, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On April 22, 1977, we wrote to you concerning release of final payment on Contract No. 8408 awarded to Ross Bros. Construction, Inc. for work on the Thomas Creek and Cox Creek Bridges on FAS 19-107 in Lake County.

Final payment on this contract is $4,287.30 and the total contract amount is $110,300.43 including $181.35 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Carl Williams

STATE OF OREG N
HIGHWAY DIVISION

INTER FICE MEMO

TO: Vernon E. Skoog
Controller

DATE: March 14, 1977

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Audit Report (desk)
Barry F. Norris, CE
FAP #RS 19-107(2)

Info
Investigate
REFER TO
MAR 15 '77
PROJECT MANAGEMENT

Definition Statement

Lake County signed an Agreement with Barry F. Norris, CE, Lakeview, to provide preliminary and construction engineering for the Cox Creek and Thomas Creek bridges. FHWA approved the consultant agreement effective October 20, 1975. Under its terms the preliminary engineering was to be reimbursed at a lump sum of $4,086; the construction engineering at actual cost not to exceed $1,600; thus providing a total of $5,686.

Consultant submitted four progress billings for total costs of $5,686, of which only $1,600 would be subject to audit, since the balance was a lump sum.

County and OSHD approved all billings.

Analysis

A desk audit would seem adequate in this project for four reasons:

1. Costs subject to audit are only $1,600, and consultant has indicated excess costs not billed amounting to $443.75.

2. The costs incurred on an audit trip to Lakeview would far exceed any disallowances that might be reasonably expected.

3. The nature of the costs, being straight manhour charges mostly by consultant's principal, Mr. Norris, would minimize ineligible items.

4. The one billing for the full $1,600 included a detailed listing of manhours and rates charged.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

Conclusion

The lump sum payment for preliminary engineering was billed per Agreement, but not paid in full.

The actual costs for construction engineering were appropriate, reasonable and conformed to the Agreement. I recommend payment of the final bill plus the balance due on the lump sum, a total of $1,763.

The entire project cost, $5,868, is eligible for FHWA participation on the agreed pro-rate basis.

A final settlement with County, including their advance deposits, remains to be computed.

NOTED
M NOR C. H LMES

81-125-1367

DWJ:njc cc: Reynoldson ✓
Hacek

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
February 4, 1977

FILE: CON 5
8408

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Billing
Thomas and Cox Creek Bridges
Lake County

TO: George Hopkins
Project Development Engineer

The consultant for this project has submitted his billing for construction engineering. Our Liaison Engineer, the Resident in Lakeview, has reviewed the project and the billing and recommends approval. The Regional Engineer has signified his approval on the letter of approval from the County Board of Commissioners.

David Fenton

DSF:pw

Billing to Accounting 7/1/77

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
FEB - 9 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

PROJECT MANAGEMENT
FEB -9 '77
REFER TO Prange
FOR

| Info | Investigate | R/D | Action | File | Letter |
|---|---|---|---|---|---|
| | | | X | | |

**Board of Commissioners**
**Lake County**
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON LESLIE SHAW DON FITZGERALD

January 19, 1977

Mr. David S. Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Fenton:

Enclosed is a request for final payment of construction engineering payment for Cox and Thomas Creek FAS Bridge Projects.

We have reviewed the final billing and hereby grant our approval.

Very truly yours,

LAKE COUNTY BOARD OF COMMISSIONERS

George E. Carlon, Chairman

Don Fitzgerald, Commissioner

Leslie Shaw, Commissioner

Approved: Carl W. Williams
Carl W. Williams, Regional Engineer

BARRY F. NORRIS
REGISTERED CIVIL ENGINEER
P. O. Box 935 Lakeview, Oregon 97630
PHONE 947-[illegible]

January 14, 1977

Lake County
County Courthouse
Lakeview, Oregon 97630

Request for Construction Engineering Payment: Cox Creek and Thomas Creek FAS Bridges Contract 8408

| | | |
|---|---|---|
| Engineer | 50 hr | $832.00 |
| Survey & Layout | 24 hr | 768.00 |
| Total Due | | $1600.00 |

Respectfully Submitted,

Barry F. Norris
Civil Engineer

8408

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thomas & Cox Creek Bridges
WEEK ENDING: December 18, 1976
SECTION PREFIX:
HIGHWAY: FAS 19-107
COUNTY: Lake
NAME OF JOB: Thomas & Cox Creek
KIND OF WORK: Structures, Grading, and Surfacing
CONTRACTOR: Ross Brothers
CONTRACT NUMBER: 8408
FEDERAL AID PROJECT NUMBER: RS 19-107(2)
DATE OF CONTRACT: August 13, 1976
DATE WORK STARTED: September 9, 1976
ESTIMATED COMPLETION DATE: November 20, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 90
CALENDAR DAYS USED: 90
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $120,621.56
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $111,056.86
ENGINEERING AUTHORIZATION: $9564.71
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $111,056.86
ENGINEERING COST TO DATE: $5000
DATE PROJECT WAS COMPLETED: November 20-1976
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____%
PERCENT OF AUTHORIZATION: 52 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1930 | 665 | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 2124 | 620 | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16252 | 16253 | | | | | | |
| PERCENT | 100 | 100 | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | NO ACTIVITY | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

Kensey RECEIVED Richards
Jackmond 1976 Bera
Harwood
Johnsen CONSTRUCTION
Walker SECTION

BEN GIFFORD

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | NO ACTIVITY |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

The project is now in the process of being finalized and will be forwarded to the State within 7 days.

SIGNED Barry F. LOCATION Lakewood

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDC ND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8

Form Approved: O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>0-11-8 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>FEDERAL-AID PROJECT AGREEMENT | State<br>Oregon<br>County<br>Lake<br>Project No.<br>RS-19-107(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 10-20-75 | .001 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 10-20-75 | .001 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 85.74 %

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 125,394 | $ 107,512 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

By
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator 10-21-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project. will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 7, 1976

Federal-Aid Project
No. RS-19-107(2)

Thomas Cr. and Cox Cr. Bridges
FAS 19-107
Lake County

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 4,800.00 |

Type Code X080

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | 3,000.00 |
| Temporary Signs | 381 sq.ft. | 5.00 | 1,905.00 |
| Temporary Continuous Rail Traffic Barrier Reflectorized | 150 lin.ft. | 7.00 | 1,050.00 |
| Temporary Plastic Safety Markers | 6 only | 125.00 | 750.00 |
| Flagmen | 32 hour | 15.00 | 480.00 |
| Ditch Excavation | 115 cu.yd. | 6.00 | 690.00 |
| Embankment in Place | 1,930 cu.yd. | 5.75 | 11,097.50 |
| Watering | 40 M-gal. | 20.00 | 800.00 |
| Coarse Aggregate Base | 460 cu.yd. | 8.50 | 3,910.00 |
| 3/4"-0 Aggregate Base | 205 cu.yd. | 10.00 | 2,050.00 |
| Guard Rail, Type 2A | 350 lin.ft. | 9.00 | 3,150.00 |
| Rail End Pieces, Type B | 8 only | 65.00 | 520.00 |
| Loose Riprap, Class 100 | 110 cu.yd. | 20.00 | 2,200.00 |
| Filter Blanket | 55 cu.yd. | 10.00 | 550.00 |

Cox Creek Bridge #16252 (Sta. 2+53.26 to Sta. 2+84.76)

| | | | |
|---|---|---|---|
| Bridge Removal Work | All Required | | 4,000.00 |
| Structure Excavation | 150 cu.yd. | 14.00 | 2,100.00 |
| Furnish HP 10X42 Steel Piling | 350 lin.ft. | 10.00 | 3,500.00 |
| Drive Steel Piles | 14 only | 500.00 | 7,000.00 |
| Splice Steel Piles | 3 only | 75.00 | 225.00 |
| 4'x30'/35' Prestressed Slabs | 8 only | 1,400.00 | 11,200.00 |
| Structural Steel (64,000 lbs.) | All Required | | 2,700.00 |
| Lumber and Timber, treated | 4 MFBM | 600.00 | 2,400.00 |
| Metal Rail | 50 lin.ft. | 30.00 | 1,500.00 |

Thomas Creek Bridge #16253 (Sta. 2+13 to Sta. 2+40.5)

| | | | |
|---|---|---|---|
| Bridge Removal Work | All Required | | 4,000.00 |

| | | | |
|---|---|---|---|
| Structure Excavation | 120 cu.yd. | 14.00 | 1,680.00 |
| Furnish HP 10X42 Steel Piling | 350 lin.ft. | 10.00 | 3,500.00 |
| Drive Steel Piles | 14 only | 500.00 | 7,000.00 |
| Splice Steel Piles | 3 only | 75.00 | 225.00 |
| Concrete Weir | 1 only | 4,000.00 | 4,000.00 |
| 4'x25'/30' Prestressed Slabs | 8 only | 1,514.00 | 12,112.00 |
| Structural Steel (6,000 lbs.) | All Required | | 2,880.00 |
| Lumber and Timber, treated | 4 MFBM | 600.00 | 2,400.00 |
| Metal Rail | 50 lin.ft. | 30.00 | 1,500.00 |
| | | | $106,074.50 |

Anticipated Item

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 200.00 |
| | Subtotal | $106,274.50 |
| | Engineering | 14,319.50 |
| | Total | $120,594.00 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 4,800.00 | $ 4,115.00 | $ 342.50 | $ 342.50 |
| Structures | 120,594.00 | 103,392.00 | 8,598.50 | 8,598.50 |
| Total | $125,394.00 | $107,512.00 | $8,941.00 | $ 8,941.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8408 |
| Prefix No. | 519-1052 |
| Prefix Nos. | 519-1916 (P.E.)<br>519-1917 (P.E.) |

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: Lake County
Board of Commissioners
Courthouse
Lakeview, OR 97630

Attention of Mr. Evert Lawson
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1603

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Preliminary Engineering Advance Deposit $530.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the preliminary engineering for the Thomas Creek and Cox Creek Bridges, FAS 19-107<br>Covered by agreement dated 4/29/75 | | $430.00 |
| | | To be retained | | $100.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 530.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: ($215.00-retained $50.00
519-1916-297((Cox) $215-00 retained
519-1917-297($50.00 (Thomas)

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

Division Engineer

Approved:

George N Hopkins
G. N. Hopkins Department Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Lake County
Board of Commissioners
Courthouse

Lakeview, OR 97630

Attention of Mr. Evert Lawson

Request No. (assigned by staff engineer or head of division) cc 1604

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $13,300.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the construction of the Thomas Creek and Cox Creek Section, FAS 19-107 | | $10,300.00 |
| | | Covered by agreement dated 4/29/75 | | |
| | | To be retained | | $ 3,000.00 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution:<br>519-1052-297 |
| If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 13,300.00 | Submitted by:<br>Harold Reynoldson<br>Harold Reynoldson |
| Is this a partial or final request for billing? Partial | Approved:<br>Division Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | Approved:<br>George N. Hopkins<br>G. N. Hopkins Department Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service. | |

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

**DEPARTMENT OF TRANSPORTATION**

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 3, 1976

Lake County
Board of Commissioners
Courthouse
Lakeview, OR 97630

Attn: Mr. Evert Lawson
Roadmaster

Gentlemen:

On July 29, 1976, the lowest of the 5 bidders on the Thomas Creek-Cox Creek Bridges Section, FAS 19-107 was Ross Brothers Construction Inc., 3501 Brooklake Road, NE, Salem 97303, which bid is approximately 15% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required from the County prior to awarding the contract:

| | |
|---|---|
| Bid Items | $106,074.50 |
| Erosion Control | 200.00 |
| 4½% Contingencies | 4,782.35 |
| 9% Engineering | 9,564.71 |
| Estimated Total Cost | $120,621.56 |

County's Advance Deposit:
11% of $120,621.56 = $13,268.37 or say $13,300.00

Please make your check in the amount of $13,300.00 payable to the Oregon State Highway Division and send it to Mr. Dave Fenton, Region 4 Federal Aid Engineer, P.O. Box 1249, Bend 97701.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

*Warrant #731 for $13,300.00 issued 8-11-76.*

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE AUG 13 1976 RDE
RSO REGION 4 RBE
ASSIGNED____________

THS 19-107

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE July 19, 1976

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
Assistant R/W Engineer

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 20 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring up
Other

SUBJECT AMENDED R/W STATUS REPORT
July 29, 1976 - Bid Opening
RS-19-107(2) Thomas Creek and Cox's Creek Bridges

My certification dated June 25, 1976 was incorrect in regard to the above project.

We have discovered that the County has acquired easements, using the term "for value received", which does not comply with Federal and State laws and Federal Regulations.

We have informed them of this fact and are instructing them in the manner in which they must notify these grantors that they are eligible for market value based upon appraisals. They have also been informed they can ask the grantors to sign a Permit of Entry pending this process.

After discussing this with the Lake County representatives, our Regional Right Of Way Supervisor, Mr. Harold Brainerd, has informed me that it may require as much as 30 days to clear this project for the contractor.

JRO:ha

cc R. S. Schroeder
V. E. Skoog
Jim Chidsey
Neil Flannagan
Duane Ridings
Frank Lowe

Hal Versteeg ✓
C. G. Swenson
Harold Brainerd

fas 19-107
Lake Co

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
July 14, 1976

FILE: 519-1917

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: George Hopkins
Project Development Engineer

SUBJECT: Thomas and Cox Creek Bridges
Easements
FAS 19-107
Lake County

Copies of right-of-way easements pertaining to this project are enclosed for your review.

David Fenton

DSF:pw
Enclosures

cc: H. Brainerd

cc-John Oaks
D.E. Swan

RECEIVED
COUNTY & CITY SECTION
JUL 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT

JUL 15 '76

REFER TO: Prange H

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | ✓ | | | |

# EASEMENT

For value received, 70 RANCH, INC., an Oregon Corporation, hereinafter referred to as Grantor, does hereby grant to the County of Lake, a political subdivision of the State of Oregon, hereinafter referred to as Grantee, easements as follows:

A permanent easement to allow Grantee to realign the course of Bauers Creek, upstream from its confluence with Cox Creek, upon the land of Grantor in the SW¼ of the NE¼ of Section 18, T. 38 S., R. 20 E., Willamette Meridian, so as to divert the confluence of Bauers Creek with Cox Creek to the North side of County Road 2-16; and

A permanent easement to allow Grantee to place rock and earth fill material upon the land of Grantors in the SW¼ of the NE¼ and the NW¼ of the SE¼ of Section 18, T. 38 S., R. 20 E., Willamette Meridian, said fill material to be placed on the North and South margins of the slope of the elevated portion of County Road 2-16, and the North and South margins of a bridge to be contructed at the County Road 2-16 crossing of Cox Creek, replacing the existing bridge, in the W½ of E½ of Section 18 T. 38 S., R. 20 E., Willamette Meridian; and

Temporary easements, during the construction of a bridge and its approaches at the County Road 2-16 crossing of Cox Creek, but in no event beginning before the 1 day of September, 1976, nor running beyond the 1 day of February, 1977, for public vehicular traffic over the private roads of Grantor described as:

That road of about 100 feet in length running southerly between County Road 2-16, and the private logging road of Fremont Lumber Company, and running along the west edge of the SE¼ of Section 18, T. 38 S., R. 20 E., Willamette Meridian; and

That road of about 800 feet in length running Southwesterly from a point on County Road 2-16, near the NE corner of the NW¼ of the SE¼ of Section 18, T. 38 S., R. 20 E., Willamette Meridian, to its intersection with the private logging road of Fremont Lumber Company in the NW¼ of the NW¼ of the SE¼ of Section 18, T. 38 S., R. 20 E., Willamette Meridian;

Together with the right of ingress and egress over the adjacent lands of Grantor for the purpose of construction, reconstruction, and maintenance of the aforesaid County Road 2-16, and its bridge crossing Cox Creek.

The true and actual consideration paid for this easement, stated in terms of dollars, is None. However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration.

In Witness whereof, the Grantor has executed this instrument this 22 day of 1976; by causing its name to be signed (and seal affixed) by its officers, duly authorized thereto by order.of its Board of Directors.

______________________(Title)______________

______________________(Title)______________

James M. McKelvy (Title) Sec.

STATE OF OREGON, )
) ss.
County of Lake )

June 22 , 1976.

Personally appeared Donald P. Hotchkiss and James M. McNeley who, being duly worn each for himself and not one for the other, did say that the former is the Corporation president and the latter is the Corporation secretary of 70 Ranch, Inc., a corporation, (and that the seal affixed to the foregoing instrument is the corporate seal of said corporation) and that said instrument was signed (and sealed) in behalf of said corporation by authority of its Board of Directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

______________________________
Notary Public for Oregon
My Commission expires 5-13-77

State of Oregon,)
) ss.
County of Lake )

I certify that the within instrument was received for record on the day of , 1976, at o'clock m., and recorded in book on page Record of Deeds of said county.

Witness my hand and seal of County affixed.

______________________________

By______________________Deputy

# EASEMENT

For value received, Jack Bridgman and Virginia Bridgman, hereinafter referred to as Grantor, do hereby grant to the County of Lake, a political subdivision of the State of Oregon, hereinafter referred to as Grantee, a temporary easement for construction and use of a temporary roadway partially upon the land of Grantor described as:

The SE¼ of Section 24, T. 38 S., R. 19 East Willamette Meridian,

Said temporary easement and roadway to be only during the reconstruction by Grantee of bridge and it's approaches at the County Road 2-16 crossing of Thomas Creek, along the [illegible] boundary of Grantors land described above, and in no event before the 1 day of September, 1976 nor running beyond the 1 day of February 1977;

As a condition of the granting of this easement, Grantee shall remove no later than [illegible] day of February, 1977 said temporary roadway, and restore Grantors land to a condition [illegible] it now exists, including restoration of Grantors fence should it be temporarily removed during the course of construction.

The true and actual consideration paid for this easement, stated in terms of dollars is $ [illegible]____________. However, the actual consideration consists of or includes other property of value given or promised which is the whole consideration.

Dated ~~this~~ 6 day of [illegible] 1976.

______________________________

______________________________

STATE OF OREGON )
) ss.
County of Lake )

June 28, 1976.

Personally appeared the above named Jack Bridgman and Virginia Bridgman and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:

Helen Lmiecewn
My Commission Expires July 18, 1976

STATE OF OREGON )
) ss.
County of Lake )

I certify that the within instrument was received for record on the day of , 1976, at o'clock M., and recorded in book on page or as file/reel number , Record of Deeds of said county.
Witness my hand and seal of County affixed.

______________________________
Clerk

By ________________________ Deputy

# EASEMENT

For value received, George E. Jaska and Elizabeth Ann Jaska hereinafter referred to as Grantors do hereby grant to the County of Lake, a political subdivision of the State of Oregon, hereinafter referred to as Grantee, an easement as follows:

A permanent easement to allow Grantee to realign an irrigation ditch of the 70 RANCH, INC., an Oregon Corporation which ditch is presently partially upon the right of way of County Road 2-16 and partially upon Grantors land, described as:

In the NW¼ and the N½ of the SW¼ of Section 24, T. 38 S., R. 19 East, W.M., said realignment to be limited to that necessary to reconstruct the bridge and its approaches on County Road 2-16 from said bridge to the point the aforesaid ditch crosses under County Road 2-16, about 170 feet north of said bridge; to an existing 24" culvert.

Together with the right of ingress and egress over the adjacent land of Grantors for the purpose of constructing and reconstructing said ditch.

As a condition of the Granting of this Easement, County or its contractor will provide and place riprap at the SW corner and NE corner of the Ess bend of Thomas Creek, about 50 feet upstream from the existing bridge on County Road number 2-16.

The true and actual consideration paid for this easement, stated in terms of dollars is None.

Dated this 9 day of July, 1976.

STATE OF OREGON )
) ss.
County of Lake )

July 9, 1976.

Personally appeared the above named George E. Jaska and Elizabeth Ann Jaska and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me:

Sue Alves
SUE ALVES
NOTARY PUBLIC — OREGON
My Commission Expires 7-10-79

STATE OF OREGON )
) ss.
County of Lake )

I certify that the within instrument was received for record on the day of 1976, at o'clock M., and recorded in book on page or file/reel number , Record of Deeds of said County.

Witness my hand and seal of County affixed.

Clerk

By_____________________________Deputy

# EASEMENT

For value received, Fremont Lumber Company, a Nevada Corporation, hereinafter referred to as Grantor, does hereby grant to the County of Lake, a political subdivision of the State of Oregon, hereinafter referred to as Grantee an easement for public vehicular traffic over a portion of Grantors private logging road for a distance of about 450 feet, between the private roads of 70 Ranch, Inc., an Oregon Corporation, in the NW¼ of the NW¼ of the SE¼ of Section 18 T. 38 S., R. 20 E., Willamette Meridian, as designated in red on the map attached hereto said easement to be temporary and only during the reconstruction by Grantee of a bridge and its approaches at the County Road 2-16 crossing of Cox Creek, but in no event before the 1 day of September, 1976, nor running beyond the 1 day of December, 1976;

Grantee agrees, as a condition of use of said road, to:

a) Maintain said road during said use, and to leave it at the end of said use, in as good or better condition as at the beginning of said use;

b) Provide "Private Road-No Trespassing" signs at each end of the portion of said road the subject of this easement, in position to advise the public of the private ownership of the Grantors road not the subject of this easement;

c) To idemnify and hold Grantor harmless for any claimed or actual liability arising out of the operations of Grantee or out of public use of said road during the period of public use the subject of this easement;

d) To cause Grantees general liability policy of insurance to be endorsed to make Grantor an insured on the same terms and conditions as Grantee, for any claimed or actual liability arising out of public use of said road during the period of public use the subject of this easement.

The true and actual consideration paid for this easement, stated in terms of dollars in None.

Dated this 25th day of June, 1976.

Fremont Lumber Company

By______________________________
Secretary

STATE OF OREGON )
) ss.
County of Lake )

June 25 , 1976.

Personally appeared the above named Theodore R. Conn, Secretary of Fremont Lumber Co. and acknowledged the foregoing instrument to be Fremont Lumber Company's voluntary act and deed.

Before me:

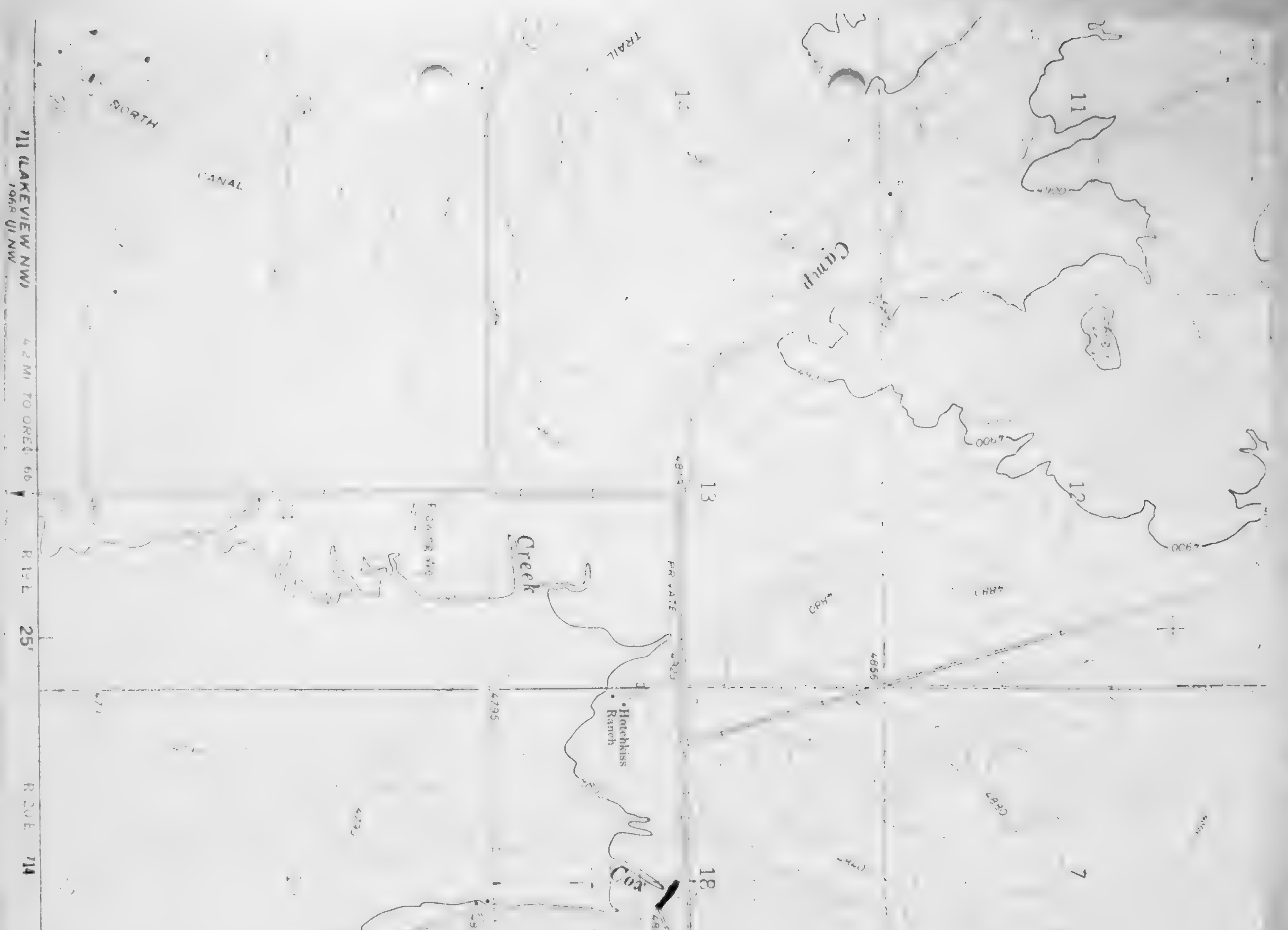
______________________________
Notary Public for Oregon
My Commission expires 9-10-78

STATE OF OREGON )
) ss.
County of Lake )

I certify that the within instrument was received for record on the day of 1976, at o'clock m., and recorded in book page Record of Deed of said County.

______________________________

By______________________________Deputy


NORTH CANAL
TRAIL
Camp
Creek
Hotchkiss Ranch
Cox
Creek
PRIVATE
PRIVATE
Gravel Pits
11
12
13
18
7
8
17
20
4900
4856
4875
4896
4795
4820
4884
25'
R 19 E
R 20 E
4.2 MI TO ORE. 66
(LAKEVIEW NW)
INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D.C.
LAKEVIEW U.S. 395
716000m E.
120°22'30"
42°15'
4681000m N.
4682
4683
4684
4685
1.3 MI TO U.S. 395
17'30"

fas 19-107
Lake Co

July 8, 1976
~~June 18, 1976~~
(date)

Lake County Board of Commissioners
Courthouse
Lakeview, OR  97630

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

**Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.**

**Highway** FAS 19-107

**Section** Thomas Creek and Cox Creek Bridges:  Structures (2)

**Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes** ☐ **No** ☒

**If answer is yes, please list organizations:**

July 13, 1976
(date)

By
Chairman

By
**Commissioner**

By
**Commissioner**

RECEIVED
COUNTY & CITY SECTION
JUL 14 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

cc:
→ Duane Rilings, Proj Mgt

FAS 19-107

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 10, 1976

FILE: 519-1916 & 17

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Thomas and Cox Creek Bridge Projects
Lake County
519-1916 & 1917

TO: Lyle Watson
Design Team Supervision

Enclosed is the requested pit development plan for this project.

David Fenton

DSF:pw
Enclosure
cc: Harold Reynoldsen

RECEIVED
JUN 11 1976
ROAD DESIGN SECTION

Versteeg
Olson
1 Christensen [illegible]
Scott
3 Swenson
Savage
2 Trout
Watson LW

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

# WORKING PLAN FOR REMOVING FILL MATERIAL FROM COUNTY PIT

A. The User shall conduct his operations in a workmanlike and orderly manner so that the visual impact is minimized. The smallest area possible shall be disturbed. The User shall leave as much vegetation as possible undisturbed for purposes of screening.

B. The User shall locate all survey lines around the contract area and keep all operations within the contract area.

C. The User shall remove material only from the existing pit. The existing pit shall be enlarged the minimum necessary to obtain the permitted number of cubic yards.

D. No new roads shall be built from the highway to the sale area.

E. If the User expands the present area of the pit, crusher site, stockpile site, or other area where the soil would be compacted or damaged, the User shall remove all top soil from that area and place it in a smooth pile adjacent to that area. Vegetation need not be removed from the soil.

F. The User shall not leave verticle faces in the pit that exceed ten feet high, and shall leave no undermined or overhanging faces.

G. Upon completion of the operation, the User shall scarify all compacted areas.

H. The entire area shall be graded and left smooth.

I. The User shall not dispose of any waste on the site. This includes oil, grease, water, or solid materials.

J. The User shall comply with all state and federal health and safety laws.

Arrangements for all the fill to be taken from our county gravel pit should be made with the County Road Master to insure that it is within the Working Plan of the pit. Road Master will make himself available to work with the contractor for the time the fill is required.

Evert C Lawson

Evert C. Lawson, Road Master
LAKE COUNTY

STATE DEPARTMENT OF GEOLOGY
AND MINERAL INDUSTRIES

SURFACE MINING

# OPERATING PERMIT

Site Location

22 39S 20E
Sec. Twp. Rge.

Lake
County

Lake County Road Department
P. O. Box 908
Lakeview, Oregon 97030

THIS OPERATING PERMIT DOES NOT RELIEVE THE PERMITTEE FROM THE REQUIREMENTS OF CITY COUNTY OR OTHER GOVERNMENT AGENCY AUTHORITY

August
Renewal Month

Fee $150.00 Paid

19-0017
Identification No.

Pursuant to ORS 517.830(4), this permit shall be in effect, unless revoked or suspended for cause, from the date of issuance and shall remain in effect so long thereafter as the Operator pays the annual fee of $50.00 to renew the permit, complies with the provisions of ORS 517.750 to 517.900 as amended and subsection (4) 517.990, the Rules and Regulations as promulgated to administer the Oregon Mined Land Reclamation Act, complies with the reclamation plan submitted, and maintains a performance bond as required by the Act.

Issued this 6th day of August 19 75

STATE DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

By Thomas E Title Acting Administrator Mined Land Reclamation

SMLR-5-B

1

June 2, 1976

bc H. S. Coulter
R. L. Schroeder (enc.)
D. H. Moehring "
Walt Hart "
L. W. Rulien
C. O. Fredrickson "

Mr. Jack V. Rounsefell
311 North Third Street
Stayton, OR 97383

Dear Mr. Rounsefell:

Your May 17 letter requested data concerning the proposed replacement of the Thomas Creek Covered Bridge in Linn County.

This structure, more commonly known as Weddle Bridge No. 622.160, is on Federal-aid Route No. 763 and is currently on our Six-Year Highway Improvement Program as a "Special Bridge Replacement Project".

In discussions with Mr. Neal Michael and Mr. Willis Graff of the Linn County Engineering Department, we find they are currently proposing to submit a request for construction of this facility as a possible Federal-aid Secondary project in the event the other monies are not available.

Any data regarding this existing structure or the proposed replacement is in the hands of the Linn County Road Department and I am sure they will be pleased to discuss it with you at your convenience. If any hearings, committees, or appointments are made for "study groups", they would have that information also, as this is a local government initiated project.

Thank you for your interest in this matter and we would recommend you contact Linn County for information on the proposal for reconstruction.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Mr. Willis Graff
Linn County Engineer

DNH:mm ja

SBRP
Linn Co
Co Rd
763

May 17, 1976

RECEIVED
COUNTY & CITY SECTION
MAY 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. F. B. Klaboe
Administrator
State Highway Engineer
State Highway Bldg.
Salem, OR 97310

Re: Thomas Creek Covered Bridge

Dear Mr. Klaboe:

Please send me any information which you may have on the bridge which is to be torn down.

We require everything to be sent except those items which may be exempted by statute. If you have a particularly voluminous amount of material, please call me at 769-2147 so I might indicate to you what will be helpful.

Also please mention the date of any hearings, corresponding officials of committees and the names of officials of Linn County who are involved.

Sincerely,

Jack V. Rounsefell

Jack V. Rounsefell

JVR/lb

PROJECT MANAGEMENT
MAY 20 '76
REFER TO: Howell
FOR

| Info | Investigate | R/D | Action | File | Letter |
|---|---|---|---|---|---|
| | | | | | |

RECEIVED
STATE HWY ENGR
MAY 18 '76
REFER TO Hunter
FOR

Robin
R/D

Michael Linn Co
Exist. Br.
1870 on Landing
10 sim. 14'
bridges

B-12959

June 1, 1976

Lake County Board of Commissioners
Courthouse
Lakeview, OR 97630

Attention: Zane Gray
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 566

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Cox Creek and Thomas Creek Bridges, along with the approaches and connections of County Road No. 2-16, FAS 19-107.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

OREGON STATE HIGHWAY DI[illegible]ON
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-19-107(2)
Project Name Cox Creek and Thomas Creek Bridges
County Road #2-16, FAS 19-107

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lakeview, Oregon, this 5th day of May, 1976

County of Lake

George Carlon
County Judge/Chairman

George N. Jackson
Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 11 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

c.c.
John Oaks

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

April 30, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mark:

This is in response to your April 1 letter and the communication of March 15 from Jack Rounsefell regarding the covered bridge over Thomas Creek in Linn County, Oregon.

Linn County is proposing a project for replacement of this bridge under a Federal Aid program. The replacement structure and related road work are proposed to be constructed on new alignment to alleviate poor horizontal curvature as well as eliminate the existing structure which is currently on the deficient bridge replacement-priority listing.

Covered bridges are becoming an "endangered species," and Linn County Engineer Willis Graff informs us that nothing will be done without the proper approvals. This includes necessary public hearings, citizen involvement and consideration of their wishes. Funding must also be provided.

It is possible the existing structure could be left in place and restored as a historical landmark if the new alignment is constructed. However, since this bridge is on a county road, the decision rests with Linn County.

If anything additional is needed, please let me know.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: Willis Graff

bc: E. S. Hunter L. W. Rulien
W. J. Hart C. O. Fredrickson

DNH:mm srb

March 15, 1976

Jack V. Rounsefell
311 North Third Street
Stayton, Oregon 97383
Phone (503) 769-2147

The Honorable Mark Hatfield
United States Senator
463 Russell
Senate Office Building
Washington, D.C. 20510

RE: Covered Bridge in Linn County

Dear Mr. Hatfield:

I am an attorney in private practice.

There is a very nice covered wooden bridge across Thomas Creek between Scio and Jordan. The bridge is to be torn down and replaced by steel and concrete.

Representatives of the county government have stated publicly that nothing is wrong with the bridge structurally nor otherwise, but federal funds are in the offing.

You may have passed through this bridge yourself one time. Is there something that can be done to stop this insane destruction.

Sincerely,

Jack V. Rounsefell

Jack V. Rounsefell

cc: NEDC
10015 SW Terwilliger
Portland, Or 97219

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1976
☑ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
STATE HWY ENGR
APR 6 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

February 25, 1976

Board of County Commissioners
Lake County
Courthouse
Lakeview, OR 97630

Attention: Zane Gray
County Clerk

CONTRACTS and
AGREEMENTS No. 5571

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Cox Creek and Thomas Creek Bridges on FAS 19-107.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (exec. agree. att.)

Fac 19-107
Lake Co

**OREGON STATE
HIGHWAY DIVISION**

**REGION 4**

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 10, 1976

Barry Norris
County Engineer
Lake County Courthouse
Lakeview, OR 97630

Dear Barry:

The Bridge Design Section in Salem has reviewed your preliminary designs for the Thomas and Cox Creek Bridges, and I will pass on their comments for your action.

The roadway width and structure type are satisfactory, but the hydraulic data submitted on the vicinity maps is not sufficient to check the adequacy of the proposed bridge length. The structures should be designed to pass a flood of 50-year frequency or the greatest flood of record, whichever is greater, unless special conditions warrant lower standards. The flood frequency selected should be consistent with the magnitude of damage to adjacent property and the importance of the road. The hydraulic information provided should include the following: magnitude, frequency and pertinent water surface elevation for the design flood, and similar data for the maximum flood of record, if available. Safety requirements will also require the guard rail to extend beyond the bridge ends as shown on the attached Drawing No. 2126B.

Please submit the requested information and revisions as soon as possible. Incidentally, I received your signed partial billing today and will forward it right away.

Yours very truly,

Dave

David S. Fenton
Regional Federal Aid Engineer

DSF:pw
cc: Don Harwell
Jerald Steward

RECEIVED
COUNTY & CITY SECTION
FEB 11 1976
☐ ENGR. ☐ COOR. ☑ UE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Form 81-734-3122

fas 19-107
Lake Co

FORM 81-734 3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
February 9, 1976
Salem, Oregon

FILE: BRS. 16252
& 16253

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. David S. Fenton
Regional Federal Aid Engineer

SUBJECT:
Cox and Thomas Cr. Bridges
FAS 19-107
Lake Co.

We have reviewed the consultant's preliminary bridge plans of the subject structures submitted with your letter of January 26.

The roadway width and structure type are satisfactory, however, the hydraulic data submitted on the vicinity maps is not sufficient to check the adequacy of the proposed bridge length.

The structures should be designed to pass a flood of 50-year frequency or the greatest flood of record, whichever is greater unless special conditions warrant lower standards. The flood frequency selected should be consistent with the magnitude of damage to adjacent property and the importance of the road.

The hydraulic information provided should include the following, magnitude, frequency and pertinent water surface elevation for the design flood and if available similar data for the maximum flood of record. In addition, safety requirements will require the guard rail to extend beyond the bridge ends as shown on the attached Drawing No. 2126B.

Would you please convey the above information to the consultants so work can proceed on this project.

PMO/ag
Attach.

cc Don Harwell

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

fas 19-107
Lake Co

Salem
January 30, 1976

Robert H. Prange
Rural Engineer

Mr. David Fenton
Region 4 Federal Aid Engineer

Progress Payment Billing
Thomas and Cox Creek Bridges
FAS 19-107
Lake County

I am returning the attached billing for the consultants signature. The finance section will not pay the billing unless it is approved by both the county and region, so please have the county and the Region Engineer also put their respective signatures of approval on the billing.

We don't doubt the integrity of Barry Norris but he should be reminded that his books will be audited at which time he will be provided the opportunity to document the work done before or after the FHWA approval date.

RHP:dp

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

fas 19-107
Lake Co

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
January 26, 1976

**FILE:** 519-1916 & 17

**FROM:** David S. Fenton
Regional Federal Aid Engineer

**TO:** Robert Prange
Rural Engineer
County-City Unit

**SUBJECT:** Partial Billing
Preliminary Engineering
Thomas and Cox Creek Bridges
FAS 19-107
FA Project SS-19-107(2)
Lake County

Lake County has forwarded a request for partial payment for the preliminary engineering on the above project. The bill is for $1463, not $1626, since $163 of work was accomplished prior to FHWA approval of the project on October 20, 1975. The county has paid the $163.

I'm sending the billing to you, rather than directly to Finance, because the Construction-Finance agreement was just received by Region and sent to the County on January 22, 1976. Does this agreement have to be approved prior to honoring the request for partial payment? — Note!

The consultant's preliminary design has been reviewed by Region, approved, and forwarded to the Bridge Design section for review.

David S. Fenton

DSF:pw
Enclosure

RECEIVED
COUNTY & CITY SECTION
JAN 27 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Prange
X

**Board of Commissioners**
**Lake County**
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON
GEORGE JACKSON
DON FITZGERALD

January 22, 1976

Mr. David S. Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Dear Dave:

Enclosed is a statement from Barry Norris requesting a partial payment for engineering the Thomas and Cox Creeks FAS bridge projects.

We have reviewed the engineering portion of the projects and find everything in order and request that you make a partial payment.

Please note as indicated on the statement that 10% of this work was accomplished prior to the final approval of October 20 and we therefore are making partial payment with county funds in the amount of $163 leaving a balance of $1,463 eligible for payment.

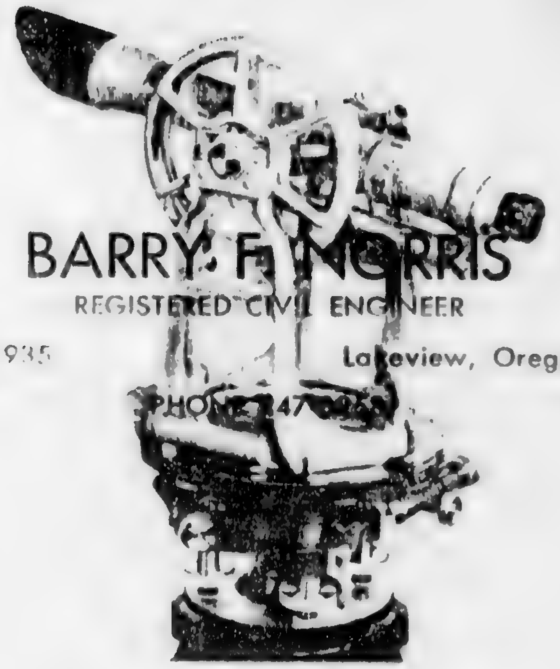
Very truly yours,

Jerald R. Steward

JERALD R. STEWARD
Administrative Assistant

JRS/mck
Enc.

RECEIVED
COUNTY & CITY SECTION
JAN [illegible] 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



**BARRY F. NORRIS**
REGISTERED CIVIL ENGINEER
P. O. Box 935 Lakeview, Oregon 97630
PHONE 947-[illegible]

Lake County
County Courthouse
Lakeview, Oregon 97630

January 1[illegible], 1976

Request for Progress Payment: Cox Creek and Thomas Creek FAS Bridges.

| | | | |
|---|---|---|---|
| To date: | Engineering | 46 hours | $828.00 |
| | Drafting | 10.5 hours | 126.00 |
| | Surveying | 21 hours | 672.00 |
| | Total Due To Date | | $1626.00 |

Barry F. Norris
Civil Engineer

Note: 10o/o of this work was accomplished prior to October 20, 1975------ $163.00

RECEIVED
COUNTY & CITY SECTION
JAN ?9 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

December 23, 1975

Lake County Board of Commissioners
Courthouse
Lakeview, Or. 97630

**Attn: Zane Gray**
County Clerk

CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your files is a fully executed copy of a consultant agreement to make a field survey and plans for Thomas Creek and Cox Creek Bridges on FAS 19-107 in Lake County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc D. N. Harwell (agreement att.)

# AGREEMENT

THIS AGREEMENT, made and entered into by and between Lake County, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Barry Norris Engineering, Consulting Engineer, a licensed engineer in the State of Oregon located at 103 North "H" Street, Lakeview, Oregon 97630, hereinafter called "Consultant"; and dated May 14, 1975.

## WITNESSETH

RECITALS:

WHEREAS, the County proposes to construct two bridges over Thomas Creek and Cox Creek at points where these bridges will be part of a Federal Aid Secondary Highway project, and

WHEREAS, it is the purpose of the County to retain the services of the Consultant to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultant to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultant represents that he is a Registered Engineer in Oregon, or has become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel available to perform the services within the prescribed time limit; and has signified his willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the presmises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

## 1. DESCRIPTION OF WORK TO BE ACCOMPLISHED

### A. WORK TO BE DONE BY CONSULTANT

The Consultant agrees to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U. S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultant shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans and foundation data.

2. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with the procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation.

3. The Consultant shall prepare a vicinity map showing the topography and all utilities, establish horizontal alignment and establish vertical controls.

4. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

   The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

   The Consultant shall write all needed special provisions for the work.

The Consultant shall prepare a complete, comprehensive and accurate summary of Quantities and Estimate of Costs to be submitted with the final plans.

The Consultant shall prepare environmental impact statement if required.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

5. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all materials and documents, including but not limited necessarily to the following data, acquired or produced by the Consultant in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

   a. Field notes of the surveys (if requested by the State).

   b. Field notes for all survey references ties.

   c. Field notes for all required investigations (if requested by the State).

   d. Original drawings and tracings of profile sheets and structure plans.

   e. Construction costs estimate.

   g. Special provisions.

6. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the Consultant shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

   a. furnish all lines and grades.

   b. Check and approve all shop drawings and rebar details.

   c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure.

d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.

e. Prepare weekly construction reports and monthly estimates.

f. Prepare necessary change orders and price agreements.

g. Conduct final inspection.

h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultant. County will furnish ADT Survey data.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis as required;
Review and approval of location studies, and preliminary plans;
Review and approval of Consultant's plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis, if required;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultant to arrange for at least two scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultant. The two conferences will consist of the following:

1. Preliminary design conference.

2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultant shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultant for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days therafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultant, the County shall determine the amount of such extensions in time and grant such extensions in writing.

## III. PAYMENT

### A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultant, as full compensation for the services herein described, the lump sum of $3,200.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling. Final payment will be made upon submission and approval of all items listed in I.A.5.

### B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $1,600.00 except as stipulated in IV. E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultant's bills.

### D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultant agrees to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

## IV. MISCELLANEOUS PROVISIONS.

### A. COVENANT AGAINST CONTINGENT FEES.

The Consultant warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultant, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right of annul this contract without liability.

### B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultant shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS.

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultant shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefore, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of the County, unsatisfactory.
4. If the Consultant fails to prosecute the work with due diligence or fails to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminated this Agreement, the County shall be obligated to pay the Consultant an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes."

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative (s) whose decision regarding the controversy shall be final.

H. CERTIFICATION.

1. The County and the Consultant represent and hereby certify that the Consultant has not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

   a. Employ or retain, or agree to employ or retain, any firm or person, or

   b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

   The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the Unite States Department of Transportation, Federal Highway Administration.

   The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

I. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultant for itself, its assignees and successors in interest (hereinafter referred to as the "Consultant") agrees as follows:

1. Compliance with Regulations. The Consultant shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultant, with regard to the work performed by him during the contract, shall not discriminate on the grounds of

race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultant shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to his books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the State Highway Division shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the Consultant under the contract until the Consultant complies, and/or

   b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultant shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such

direction, the Consultant may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

J. CONFLICTS OF INTEREST.

The following sections of the Regulations for the Administration of Federa Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of the State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

K. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

L. PERMITS AND LICENSES.

The Consultant shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

M. PATENTS.

The Consultant shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

N. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A" : Executed Certification of Consultant.
Exhibit "B" : Requirement for Contract Drawings.
Exhibit "C" : Preliminary Engineering Costs and Supporting Data.
Exhibit "D" : Construction Engineering Costs.
Exhibit "E" : Standard Public Contract Provisions.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST:

Gray, Co. Clerk
By: Karin Builta Deputy

SEAL

APPROVAL:

Oregon State Highway Division

LAKE COUNTY, by and through its
County Board of Commissioners

By

By

By

BARRY NORRIS ENGINEERING
Consulting Engineer

by Barry F. Norris

Exhibit "A"
Page 1 of 2

## EXHIBIT 'A'

## CERTIFICATION OF CONSULTANT

I hereby certify that I am the owner of the firm of Barry Norris Engineering, whose address is 103 North "H" Street, Lakeview, Oregon 97630, and that I have not:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employe or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person other than a bona fide employee working solely for me or the above consultant, any fee, contricution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any): Agreement to consult on structural details with Wayne Rawson, Professional Engineer, License # 7100, State of Oregon.

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

July 22, 1975
DATE

Barry F.
SIGNATURE

Exhibit "A"
Page 2 of 2

# CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Dep. State Hwy. Engr. of the Highway Division of the State of Oregon, and that the above consulting firm or its representative has not been required directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contricution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

DATE 9-19-75

SIGNATURE ES Hunter

# EXHIBIT 'B'

## REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED.

A. General Information.

1. Plan - A complete plan showing the dimensions of the sturcture, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encountered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

Exhibit "B"
Page 2 of 2

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

Exhibit "C"
Page 1 of 1

## EXHIBIT 'C'

## PRELIMINARY ENGINEERING COSTS

Reference is made to ASCE Manual and Report on Engineering practice - No. 45 "A guide for the engagement of engineering services". A project of this magnitude and complexity falls within the 9% range for awarded compensation. This has been broken up as follows:

6% for preliminary engineering
3% for field engineering and project management

Specifically, time will be charged at the following rates:

| | |
|---|---|
| Engineering | $18/hr. |
| Drafting | 12/hr. |
| Survey Party | 32/hr. |

rates include indirect and overhead costs.

### DESIGN COSTS

| ITEM | ESTIMATED TIME(Hour) | COST |
|---|---|---|
| Engineering | 72 | $1,296.00 |
| Specification and Contract document preparation | 27 1/3 | 496.00 |
| Drafting | 32 | 384.00 |
| Surveying - Site Investigation | 32 | 1,024.00 |
| | TOTAL | $3,200.00 |

Exhibit "D"
Page 1 of 1

# EXHIBIT 'D'

## CONSTRUCTION ENGINEERING

| | | |
|---|---|---|
| Engineer | 50 hr. | $ 832.00 |
| Survey & Layout | 24 hr. | 768.00 |
| ESTIMATED (maximum) COST | | $1,600.00 |

Exhibit "E"
Page 1 of 2

# EXHIBIT 'E'

## STANDARD PUBLIC CONTRACT PROVISIONS

A. CONTRACTOR shall pay promptly, as due, all persons supplying labor or material for the prosecution of the work provided for in the contract, and shall be responsible for such payment of all persons supplying such labor or material to any subcontractor.

B. CONTRACTOR shall promptly pay all contributions or amounts due the State Industrial Accident Fund from CONTRACTOR or any subcontractor incurred in the performance of the contract, and shall be responsible that all sums due the State Unemployment Compensation Fund from CONTRACTOR or any subcontractor in connection with the performance of the contract shall promptly be paid.

C. CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against COUNTY on account of any labor or material furnished, and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.

D. CONTRACTOR and any subcontractor shall pay to the Department of Revenue all sums withheld from eppoyees pursuant to ORS 316.167.

E. If CONTRACTOR fails, neglects or refuses to make prompt payment of any claim for labor or material furnished to the CONTRACTOR or a subcontractor by any person in connection with the contract as such claim becomes due, the COUNTY may pay such claim to the person furnishing the labor or material and charge the amount of payment against funds due or to become due CONTRACTOR by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the CONTRACTOR or his surety from his or its obligation with respect to any unpaid claim. If the COUNTY is unable to determine the validity of any claim for labor or material furnished, the COUNTY may withhold from any current payment due CONTRACTOR an amount equal to said claim until its validity is determined and the claim, if valid, is paid either by the CONTRACTOR or by the COUNTY.

F. CONTRACTOR shall promptly, as due, make payment to any person, copartnership, association, or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees of such CONTRACTOR, of all sums which CONTRACTOR agrees to pay for such services and all monies and sums which the CONTRACTOR collected or deducted from the wages of his employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

Exhibit "E"

G. CONTRACTOR shall employ no person for more than eight hours in any day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases CONTRACTOR shall pay the laborer at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal holidays specified in ORS 187.010, except Veterans's Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans' Day or on any legal holiday specified in ORS 187.020.

H. The contract may be cancelled at the election of COUNTY for any willful failure or refusal on the part of CONTRACTOR to faithfully perform the contract according to its terms.

fas 19-107, Lake Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-19-107(2)

STATE PROJECT NO.
Thomas and Cox Creek Bridges.

COUNTY NAME
Lake

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-64

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
OCT 23 1975
☐ ENGR. ☐ UPE ☐ COOR. ☐ CE ☑ OE ☒ RE ☐ AE ☒ RPE ☐ DE ☐

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>October 20, 1975 | DATE AUTHORIZATION EFFECTIVE<br>October 20, 1975 | FEDERAL ROUTE NUMBER<br>Secondary Route 19-107<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:
County road - 5 miles and 7 miles north of junction SR.140

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and construction of 2 bridges.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $4,800 - federal funds $3,750.
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☑ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of October 20, 1975 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's October 7, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $64,000 federal funds $50,040 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| | | |
|---|---|---|
| DATE<br>10-20-75 | SIGNATURE OF APPROVING OFFICIAL<br>C R Burghardt | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 10-20-75

BY (Signature): L.W.Rulien's October 7, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

~~STAGE XX~~ ITEM NOS. 64 THRU ______

~~STAGE X~~ ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | ** FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 6[illegible] | RS-19-107(2) | 0.001 | 68,800 | 53,790 | Thomas Creek & Cox Creek Bridges. Lake County State of Oregon. | Preliminary Engineering Construct 2 bridges. |

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
OCT 23 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 10-20-75 | C R Burghardt |

** Program approval and ~~any authorization to proceed with Stage X project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2067;

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 10-7-75

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140<br>21 65 | **ADT** | PRESENT<br>DHV 30<br>200 | FUTURE<br>350<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>P. E., Two Bridges<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER | PREFIX LETTER(S)<br>RS-<br>14 23 | NUMBER<br>19-107 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Lake | | | | | CO.<br>0<br>(14) |
| | NAME OF URBAN AREA<br>17-31<br>- | ROUTE NO. S | FEDERAL-AID<br>19-107<br>(32) | STATE<br>Co. Rd.<br>(36) | U.S.<br>(37)<br>-- | | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140 | 0.001 | 4,800 | 3,750 | 525 | 525 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>X080 | | "Thomas and Cox Creek Bridges" | 0.001 | 64,000 | 50,040 | 6,980 | 6,980 (Co.) |

ESTIMATED PROJECT COST BY PHASES

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.001 | 68,800 | 53,790 | 7,505 | 7,505 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

20 1975

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
1975
☐ ENGR. ☐ COOR ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

10-7-75

| TION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| mi. & 7 mi. N. of Jct. SR 140 | | DHV 30<br>200 | 350 | 95 | 10 | Oregon | 41 | 075 | 64 |

| NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | T. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | RS- | 19-107 | (2) | |

Rural Secondary

-

| COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|
| Lake | 037 | ☐ 1 OR ☒ 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 19-107 | Co. Rd. | -- |

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140 | 0.001 | 4,800 | 3,750 | 525 | 525 (Co.) | P.E. all phases; construct two reinf. conc. slab span bridges (total L.56') Remove exist. strs.& furnish guardrail. |
| | | | | | | | (County to provide & maintain detours, const. approach roadways & install guardrail.) |
| | "Thomas and Cox Creek Bridges" | 0.001 | 64,000 | 50,040 | 6,980 | 6,980 (Co.) | ROW - 60' normal; Access control-none; Parking restrictions-none. |
| | PROJECT TOTALS | 0.001 | 68,800 | 53,790 | 7,505 | 7,505 (Co.) | |

REMARKS

RECEIVED
COUNTY & CITY SECTION
OCT [illegible] 1975
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-OVER-

# THOMAS AND COX CREEK BRIDGES

## PROJECT NO. RS-19-107(2)

Existing Facilities: Two wooden bridges each 24 feet long with a horizontal clearance of 20 feet.

Adjacent Sections: 24-foot gravel surface roadway.

Project Data: The work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Remove existing bridges and construct, on existing alignment, two reinforced concrete slab span bridges each 28 feet in length with horizontal clearances of 32 feet each. Furnish and stockpile at the sites necessary guardrail for approach roadways.

Note: Preliminary and construction engineering will be performed by the consultant firm of Barry Norris Engineering with review and contracting by State Forces. County to provide and maintain detours, construct road approaches to the structures and install guardrail for the approach roadways.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design -- Not a factor in the development of this project.

IM-50-1-70 Requirements:

a. State Clearinghouse - Exempt from A-9
ing agreement
b. District 11 Clearinghouse - District 1
functioning Clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action proje
by FHWA on June 9, 1975, (Thomas Creek) and Ju
Creek).

Control of Utilities: The State does not have
the legal authority to control the use by util
of way of this project. A State-County agreem
pared to comply with paragraph 6d(1) of PPM 30

Route Data: This is a farm-to-market road, a
mail route.

Note: This project is in Congressional Distri

BRIDGES

07(2)

idges each 24 feet long with a

surface roadway.

project consists of the following:
phases.
construct, on existing alignment,
ab span bridges each 28 feet in
arances of 32 feet each. Furnish
necessary guardrail for approach

tion engineering will be performed
Norris Engineering with review
. County to provide and maintain
hes to the structures and install
ways.

None

one

, Water Developments, Historical and
d.

required under Oregon Action Plan

a factor in the development of this

IM-50-1-70 Requirements:
a. State Clearinghouse - Exempt from A-95 review under working agreement
b. District 11 Clearinghouse - District 11 does not have a functioning Clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 9, 1975, (Thomas Creek) and June 3, 1975, (Cox Creek).

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right of way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus and mail route.

Note: This project is in Congressional District No. 2.

October 7, 1975

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RS-19-107(2)

We are submitting program data for one project, Item No. 64, Project No. RS-19-107(2), "Thomas and Cox Creek Bridges", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

It is the present intention to perform the preliminary, as well as construction engineering work under consultant agreement with the firm of Barry Norris Engineering, with review and contracting by State Forces. One copy of the consultant agreement is enclosed for your information.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $4,800, with federal funds of $3,750.

CL:ek

Encl.

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

10-7-75

# FEDERAL - AID PROGRAM DATA
(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140<br>21 65 | ADT | PRESENT<br>DHV 30<br>200 | FUTURE<br>350<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P. E., Two Bridges<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS-<br>14 23 | NUMBER<br>19-107<br>7 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Lake | | | | CODE<br>037<br>(14) |
| | NAME OF URBAN AREA<br>17-31<br>- | ROUTE NO. S | FEDERAL-AID<br>19-107<br>(32) | STATE<br>Co. Rd.<br>(36) | U.S.<br>(37)<br>-- | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (10-15) | 16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140 | 0.001 | 4,800 | 3,750 | 525 | 525 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>X080 | | "Thomas and Cox Creek Bridges" | 0.001 | 64,000 | 50,040 | 6,980 | 6,980 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.001 | 68,800 | 53,790 | 7,505 | 7,505 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

10-7-75

| (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| mi. & 7 mi. N. of Jct. SR 140 (65) | | DHV 30<br>200 | (66) 350 (70) | (71) 95 (72) | 10 | Oregon | (2) 41 (3) | (4) 075 (9) | (14) 64 (16) |

| | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 RS- 23 | 7 19-107 | (2) 13 | (24) (26) 27 |

| | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| Rural Secondary | Lake | 037 (14) (16) | ☐ 1 OR XX 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 19-107 (32) | Co. Rd. (36) | (37) -- (41) |

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| 53 | Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140 | (54) (56) | (59) (66) | (67) (76) | | | |
| | | 0.001 | 4,800 | 3,750 | 525 | 525 (Co.) | P.E. all phases; construct two reinf. conc. slab span bridges (total L.56') Remove exist. strs.& furnish guardrail.<br>(County to provide & maintain detours, const. approach roadways & install guardrail.)<br>ROW - 60' normal; Access control-none; Parking restrictions-none. |
| | | | | | | | |
| | "Thomas and Cox Creek Bridges" | 0.001 | 64,000 | 50,040 | 6,980 | 6,980 (Co.) | |
| | PROJECT TOTALS | 0.001 | 68,800 | 53,790 | 7,505 | 7,505 (Co.) | |
| | | | (16) (23) | (24) (33) | | | |

TES

REMARKS

-OVER-

USCOMM-DC 48906-P61

# THOMAS AND COX CREEK BRIDGES

## PROJECT NO. RS-19-107(2)

Existing Facilities: Two wooden bridges each 24 feet long with a horizontal clearance of 20 feet.

Adjacent Sections: 24-foot gravel surface roadway.

Project Data: The work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Remove existing bridges and construct, on existing alignment, two reinforced concrete slab span bridges each 28 feet in length with horizontal clearances of 32 feet each. Furnish and stockpile at the sites necessary guardrail for approach roadways.

Note: Preliminary and construction engineering will be performed by the consultant firm of Barry Norris Engineering with review and contracting by State Forces. County to provide and maintain detours, construct road approaches to the structures and install guardrail for the approach roadways.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design -- Not a factor in the development of this project.

IM-50-1-70 Requirements:

a. State Clearinghouse - Exempt from A-95 rev
ing agreement
b. District 11 Clearinghouse - District 11 do
functioning Clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action project c
by FHWA on June 9, 1975, (Thomas Creek) and June 3,
Creek).

Control of Utilities: The State does not have, at
the legal authority to control the use by utilities
of way of this project. A State-County agreement i
pared to comply with paragraph 6d(1) of PPM 30-4.1

Route Data: This is a farm-to-market road, a schoo
mail route.

Note: This project is in Congressional District No

BRIDGES

07(2)

idges each 24 feet long with a

surface roadway.

project consists of the following:
l phases.
construct, on existing alignment,
ab span bridges each 28 feet in
rances of 32 feet each. Furnish
necessary guardrail for approach

tion engineering will be performed
Norris Engineering with review
. County to provide and maintain
hes to the structures and install
ways.

None

one

, Water Developments, Historical and
.

required under Oregon Action Plan

factor in the development of this

IM-50-1-70 Requirements:

a. State Clearinghouse - Exempt from A-95 review under working agreement
b. District 11 Clearinghouse - District 11 does not have a functioning Clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 9, 1975, (Thomas Creek) and June 3, 1975, (Cox Creek).

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right of way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus and mail route.

Note: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

10-7-75

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140<br>21 65 | ADT | PRESENT<br>DHV 30<br>200 | FUTURE<br>350<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

|  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P. E., Two Bridges<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS-<br>14 23 | NUMBER<br>19-107<br>7 |

|  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Lake |  |  |  | 03<br>(14) |
|  | NAME OF URBAN AREA<br>17-31<br>- | ROUTE NO. S | FEDERAL-AID<br>19-107<br>(32) | STATE<br>Co. Rd.<br>(36) | U.S.<br>(37)<br>-- |  |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-16) | (18) | 41 | 42 | 43 46 | 52 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | Co. Rd., 5 mi. & 7 mi. N. of Jct. SR 140 | 0.001 | 4,800 | 3,750 | 525 | 525 (Co.) |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST** (CODE)<br>X080 | | "Thomas and Cox Creek Bridges" | 0.001 | 64,000 | 50,040 | 6,980 | 6,980 (Co.) |

|  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.001 | 68,800<br>(19) (23) | 53,790<br>(24) (33) | 7,505 | 7,505 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

PR-1 (4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

0-7-75

|  | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| f Jct. SR 140 (68) |  | DHV 30<br>200 | (66) 350 (70) | (71) 95 (72) | 10 | Oregon | (2) 41 (3) | (4) 075 (9) | (14) 64 (18) |

| FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER | SEQ. NO. | I Projects Only POST MI. | I Projects Only DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|
| (60) (62) | (69) | (70) | (71) | (72) (73) | (74) (75) | 14 RS- 23 | 7 19-107 | (2) 13 | (24) | (26) 27 |

rry

| COUNTY NAME | CODE |
|---|---|
| Lake | 037 (14) (16) |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| S | 19-107 (32) | Co. Rd. (36) | (37) -- (41) |

PROGRAM STAGE: ☐ 1 OR ☒ 2 XX

ESTIMATED PROJECT COST BY PHASES

| mini (description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| mi. & 7 mi. SR 140 | (54) (58) 0.001 | (59) (66) 4,800 | (67) (76) 3,750 | 525 | 525 (Co.) | P.E. all phases; construct two reinf. conc. slab span bridges (total L.56' Remove exist. strs.& furnish guardrail.<br>(County to provide & maintain detours, const. approach roadways & install guardrail.)<br>ROW - 60' normal; Access control-none; Parking restrictions none. |
|  |  |  |  |  |  |  |
| l Cox Creek | 0.001 | 64,000 | 50,040 | 6,980 | 6,980 (Co.) |  |
| PROJECT TOTALS | 0.001 | (10) 68,800 (23) | (24) 53,790 (33) | 7,505 | 7,505 (Co.) |  |

REMARKS

-OVER-

USCOMM-DC 48905

## THOMAS AND COX CREEK BRIDGES

## PROJECT NO. RS-19-107(2)

Existing Facilities: Two wooden bridges each 24 feet long with a horizontal clearance of 20 feet.

Adjacent Sections: 24-foot gravel surface roadway.

Project Data: The work under this project consists of the following:
(1) Preliminary engineering all phases.
(2) Remove existing bridges and construct, on existing alignment, two reinforced concrete slab span bridges each 28 feet in length with horizontal clearances of 32 feet each. Furnish and stockpile at the sites necessary guardrail for approach roadways.

Note: Preliminary and construction engineering will be performed by the consultant firm of Barry Norris Engineering with review and contracting by State Forces. County to provide and maintain detours, construct road approaches to the structures and install guardrail for the approach roadways.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design -- Not a factor in the development of this project.

IM-50-1-70 Requirements:
a. State Clearinghouse - Exempt from A-95 revie
ing agreement
b. District 11 Clearinghouse - District 11 does
functioning Clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action project con
by FHWA on June 9, 1975, (Thomas Creek) and June 3,
Creek).

Control of Utilities: The State does not have, at th
the legal authority to control the use by utilities o
of way of this project. A State-County agreement is
pared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school
mail route.

Note: This project is in Congressional District No.

EEK BRIDGES

9-107(2)

n bridges each 24 feet long with a

el surface roadway.

is project consists of the following:
all phases.
and construct, on existing alignment,
slab span bridges each 28 feet in
clearances of 32 feet each. Furnish
es necessary guardrail for approach

ruction engineering will be performed
rry Norris Engineering with review
ces. County to provide and maintain
oaches to the structures and install
oadways.

: None

None

oads, Water Developments, Historical and
ved.

one required under Oregon Action Plan

t a factor in the development of this

IM-50-1-70 Requirements:
- a. State Clearinghouse - Exempt from A-95 review under working agreement
- b. District 11 Clearinghouse - District 11 does not have a functioning Clearinghouse.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 9, 1975, (Thomas Creek) and June 3, 1975, (Cox Creek).

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right of way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus and mail route.

Note: This project is in Congressional District No. 2.

FAS 19-107
Lake Co.

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 30, 1975

FILE:

FROM: Robert H. Prange
Rural Engineer

SUBJECT: FAS Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Lake Section: Thomas and Cox Creek Bridges
FAS 19-107

Termini: Approximately 7 miles N.E. of the City of Lakeview

Proposed Work: All phases of P.E. and construct two bridges

Project Length: Combined length of both bridges approxiamtely 60'

| Costs | Total | Federal | State | County |
|---|---|---|---|---|
| P.E. | $ 3,200 | $ 2,496 | $ 352 | $ 352 |
| Construction | $64,000 | $49,920 | $7,040 | $7,040 |

Existing Facilities: Wooden stringer bridges, 24' long with a 20' roadway

Adjacent Section:
East End)
- 24' gravel surface roadway
West End)

Project Date: All phases of P.E. for two structures. Also construct two reinforced concrete slab deck bridges on steel piling, 28' long with 32' roadways. Contractor is responsible for signing and removing the old bridge. County is to make connections to the bridge, install riprap, dispose of the existing bridge and to be responsible for the detour. Engineering is to be done by a consulting engineering firm (Barry Morris Engineering-Lakeview).

Right-of-Way: 60' Access Control: none

Railroad Crossing: none

Minimum Design Standards: no deviations from standards

System Action: completed

Route Data: This is a farm to market road and is a school bus and mail route

Public Hearing: not required

Environmental Assessment: 6/16/75

Park and Recreation Area Affected: none in area

Relocation Assistance: no one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved: Will be upon completion of design

Clearinghouse Approved: Exempted

Council of Governments: Exempted

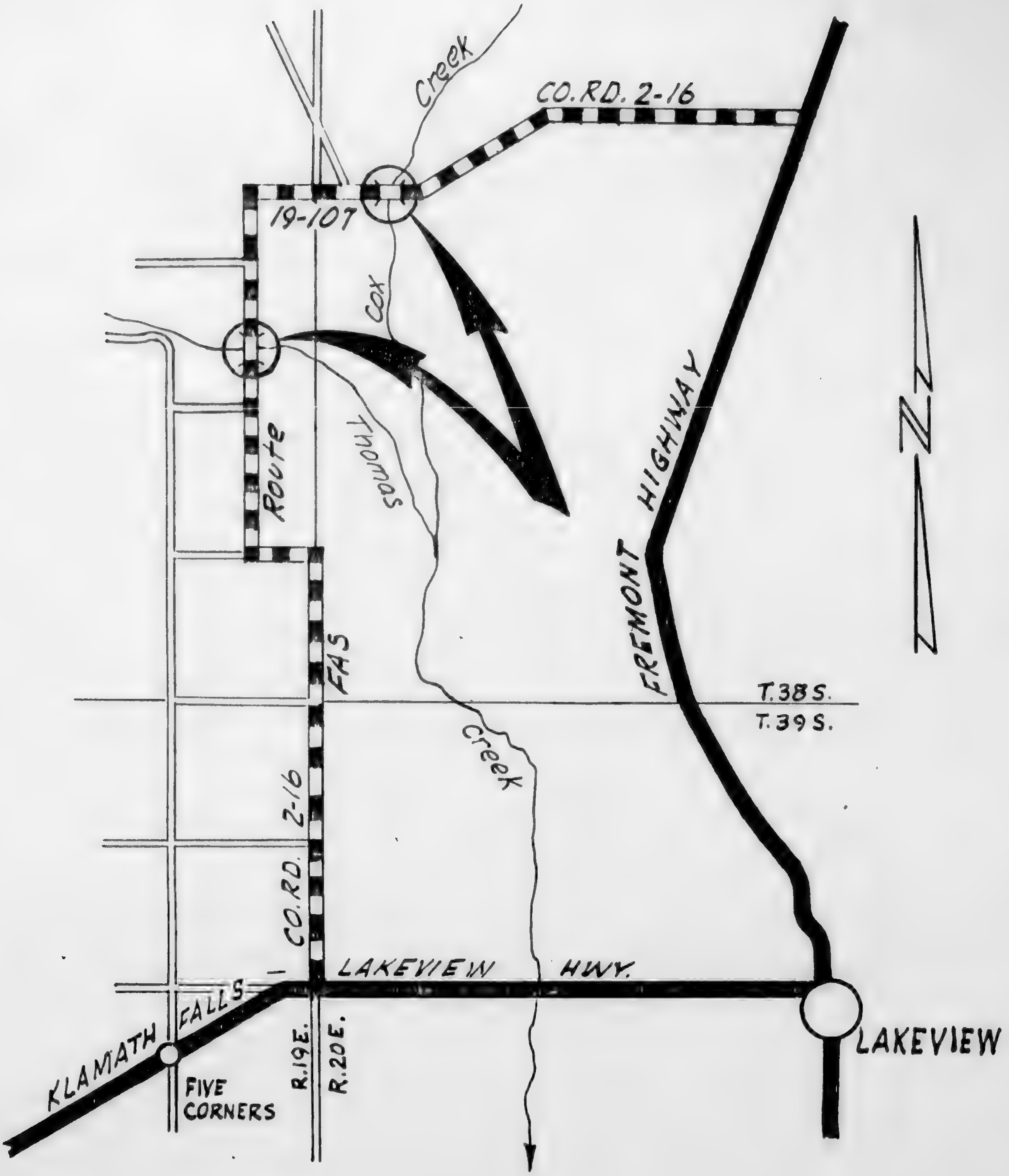
U.S. Army: ---

Approved by D.O.T.: 4/29/75

| ADT: | DHV: |
|---|---|
| 1975--200 | 1975--30 |
| 1995--350 | 1995--50 |

HR:dp

Attachments


Creek
CO. RD. 2-16
19-107
Cox
Route
Thomas
FAS
Creek
FREMONT HIGHWAY
T. 38 S.
T. 39 S.
CO. RD. 2-16
LAKEVIEW HWY.
KLAMATH FALLS
FIVE CORNERS
R. 19 E.
R. 20 E.
LAKEVIEW
N

# COX CR. & THOMAS CR. BRS.

CO. RD. NO. 2-16 FAS 19-107

Lake County

1859

**OREGON STATE
HIGHWAY DIVISION**

**REGION 4**

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Robert W. Straub
GOVERNOR
F.B.Klaboe
Administrator of Highways

X-ref'd to:

September 18, 1975

Copy sent 9/23/75 SR
9-23-75
Send Copy to Dave Fenton

Barry Morris
Lake County Engineer
County Courthouse
Lakeview, OR 97630

Dear Barry:

I would like to summarize the answers to some questions that were raised yesterday at our meeting on the Thomas and Cox Creek Bridges. I'll also detail the steps in project development from here on.

We will be sending the County a project agreement. You should make an estimate of the preliminary engineering costs for the project. The agreement, your estimate, and the county's check for 11% of the estimate should then be sent to me. I will forward the papers to Salem, and the Project Management Section will program the projects with the Federal Highway Administration. After FHWA approval you may begin work on reimbursable preliminary engineering. Progress billings will be accepted.

Dave
No P.E. Performed prior to FHWA approval is reimbursable
Geo H.

When your plans are completed, submit them to us at Region for review (ask our Design Section in Salem for mylar tracings, Federal-Aid sheets). After review and approval of your plans by Region and by OSHD headquarters we will publish the contract documents and advertise for bids. After bids are opened, we will ask the county for a check for 11% of the remaining project costs. When this check is received, the contract will be awarded and construction can proceed.

Liaison should be performed During development

Forms and guidance for applying for the Airport Road bridge job under the Off-System Program are enclosed. I encourage you and the county to at least give this a try. We will advertise and award bids on this project, too, but not in the same contract as Thomas and Cox Creeks.

Any supplies, mylar, etc. should be requested thru region

I hope that this has helped clear the air some.

ACTION
ENGR.
CITY-CITY
FEDERAL AID
SEP 19 1975
RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Yours very truly,

David S. Fenton

David S. Fenton
Regional Federal Aid Engineer

Don
Prange
Hal
H

DSF:pw
cc: Geo. Hopkins, Dave Carter, Jerald Stewart
Enclosures

FAS 19-107
Lake Co

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 16252
BR 16253

August 26, 1975

Lake County Board of Commissioners
Courthouse
Lakeview, OR 97630

Gentlemen:

Foundation Investigation
Cox Creek Bridge, No. 16252
Thomas Creek Bridge, No. 16253
FAS 19-107
Lake County

Enclosed are two copies each of the Foundation Investigation Reports for Cox Creek and Thomas Creek Bridges, Nos. 16252 and 16253, consecutively, in Lake County. Contained in each report are the narration, photographs, original Field and Bridge Foundation Logs, Foundation Data Sheet, maps, and other information pertinent to this project.

Also enclosed is a xerox vellum of each Foundation Data Sheet, Drawings Nos. 30852 and 30853, for your use.

If we may be of further assistance to you, please let us know.

Very truly yours,

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Walter J. Hart
Bridge Engineer

JRM:dh
Enclosures

cc Carl Williams
Wayne Cobine
Don Harwell

RECEIVED
COUNTY & CITY SECTION
AUG 27 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Form E-39 (Rev. 9-61)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Thomas Creek (FAS 19-107)
Date June 13, 19 75

Highway County Road No. 2-16
Authorization No. 1

County Lake #19
Survey Prefix 519-1917 (Assigned by Salem office)

Description of termini, route, length, etc.:

County Road No. 2-16 northwest of Lakeview.

Purpose of survey:

Complete plans and make up specifications.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 100 |
| Bridge | 906 | 250 |
| Office Engr. | 920 | 50 |
| Specifications | 921 | 250 |
| Environmental | 923 | 150 |

RS-19-107(2)
10/20/75

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 800 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by:
Bridge Section
Field Engineer

Recommended for Approval:
Robert C Pond
Regional Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 10-20-75
FED. AID FAS-C STATE

BEN GIFFORD

cc: L. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
C. M. Williams
(2

cc's sent 6-18-75 we

**WILDLIFE COMMISSION**

**OFFICE OF THE DIRECTOR**

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

June 13, 1975

NOTED
E. S. HUNTER

Mr. Hal Versteeg, Chief
Design Section
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

RE: Five Corners - Lakeview and Hunters Lodge Road
Lakeview Section
Lake County

The Wildlife Commission has completed review of your revision to plans for the above mentioned project which call for widening of the Thomas Creek Bridge. We anticipate no impact to fish or wildlife habitat if this operation is conducted as described and appropriate measures are taken to minimize turbidities during and after construction.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc Fish Commission of Oregon
Hank Mastin
SE Region

JL:lo

RECEIVED
JUN 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
ROAD
DESIGN
SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
June 12, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: PROJECT ASSESSMENT
Thomas Creek Bridge
Lake County

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 11 : J. L. Gunter

APPROVED
ESH
E. S. Hunter
Date 6-16-75

6-17-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
JUN 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 25, 1975

## A. PROJECT IDENTIFICATION

Name of Project Thomas Creek Bridge (Section) RS-19-107 (-)

Location of Project County Road # 2-16 (Highway Name) FAS # 19-107 (Highway No., US - ORE)

(City) Lake (County) (Region)

Program FAS (Funding) $32,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Replace wooden beam structure with a concrete structure with steel piling. The road where the structure is contemplated was recently built up and we anticipate an increace in traffic. We have also analyzed the present wooden structure and feel that maintenance costs will more than offset a new structure. It is also narrow and the anticipated increase in traffic count could present a safety problem.

Origin and History: The Road Master recommended these for replacement because of other existing projects in the area and after reviewing the bridge inventory and examining the structures, felt that on a replacement program, these two bridges should have top priority.

## C. DESCRIPTION OF PROJECT

Length 28'

Location Where Thomas Creek crosses County Road #2-16, FAS #19-107 located 5 miles North of Highway #140.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) There is enough existing right-of-way on the present road so that the addition of the bridge structure will not require additional right-of-way. The proposed structure is anticipated to be of similar construction as 3 structures which were built and constructed for Lake County last year with engineering by the State and constructed by Hamilton Construction Company.

Typical Section

Structures The proposed structure is basically the same as the three new Idaho School Loop Bridges built las year.

Characteristics (ADT) 254-1970

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

NONE

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The soils are primarily of a volcanic origin having been developed from the basaltic shield layed down during the Columbia flows. There is also a certain amount of sedimentary soil found at this site. The soil is relatively shallow and would be classified as a sandy loam. The topography of the area shows very little drop in elevation from the beginning of the Goose Lake Valley where the structure is located to Goose Lake itself approximately 15 miles to the South. The stream itself consists of clear flowing water derived from melting snow and springs located in the Thomas Creek water shed and drains approximately 145 sq. miles. On a gaging station located above Barnes Springs in 1958 in which in that year the station was discontinued the following data was recorded: The average discharge for a 13 year period was 19.9 cfs. The extremes for maximum discharge during the gaging year of 1958 was 368 cfs. The stream is in deep banks at this particular location and drainage does not appear to be a problem. The stream contains fish life and also is spawning grounds for lake trout from Goose Lake.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The land use is primarily pasture and range land used primarily for the grazing of cattle. There are no utilities that will be replaced within the structure and the area is, as is all of Lake County, sparcely populated. There are two ranches located within a radius of one mile of the project. Due to the sparce population and remoteness of the area, no type of cultural problems are anticipated.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

The County presently has a 60' road right-of-way, therefore no additional will be needed for the bridge structure.

Consequences:

N/A

2. Estimated Changes in Traffic Patterns:

The actual bridge structure will not change the traffic pattern.

Consequences:

None of significance are expected.

3. Estimated Changes in Land Use:

Due to the small area involved and the amount to be disturbed, it is not anticipated that there will be any change in land use.

Consequences:

N/A

4. Expected Adverse Effects on Natural Ecological Resources:

The structure will be placed over the existing main channel and will be done in the fall of the year so that a minimal amount of disturbance is anticipated.

Consequences:

Because of the limited scope of this project it is not expected to have any significant consequences on aquatic flora and fauna.

5. Expected Adverse Effects on Cultural and Scenic Resources:

A small amount of channel straightening and riprap to control potential erosion will slightly change the existing channel's configuration.

Consequences:

None of significance are anticipated.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Due to the scope of the project and the smallness in nature, we do not feel that there are any areas of critical environmental concern.

7. Potential for Controversial Issues:

This structure will be replacing a narrow structure with one which will adequately handle two-way traffic, therefore, we see no anticipation of controversy on this project.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | | | |
| Water Quality Spec. | X | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

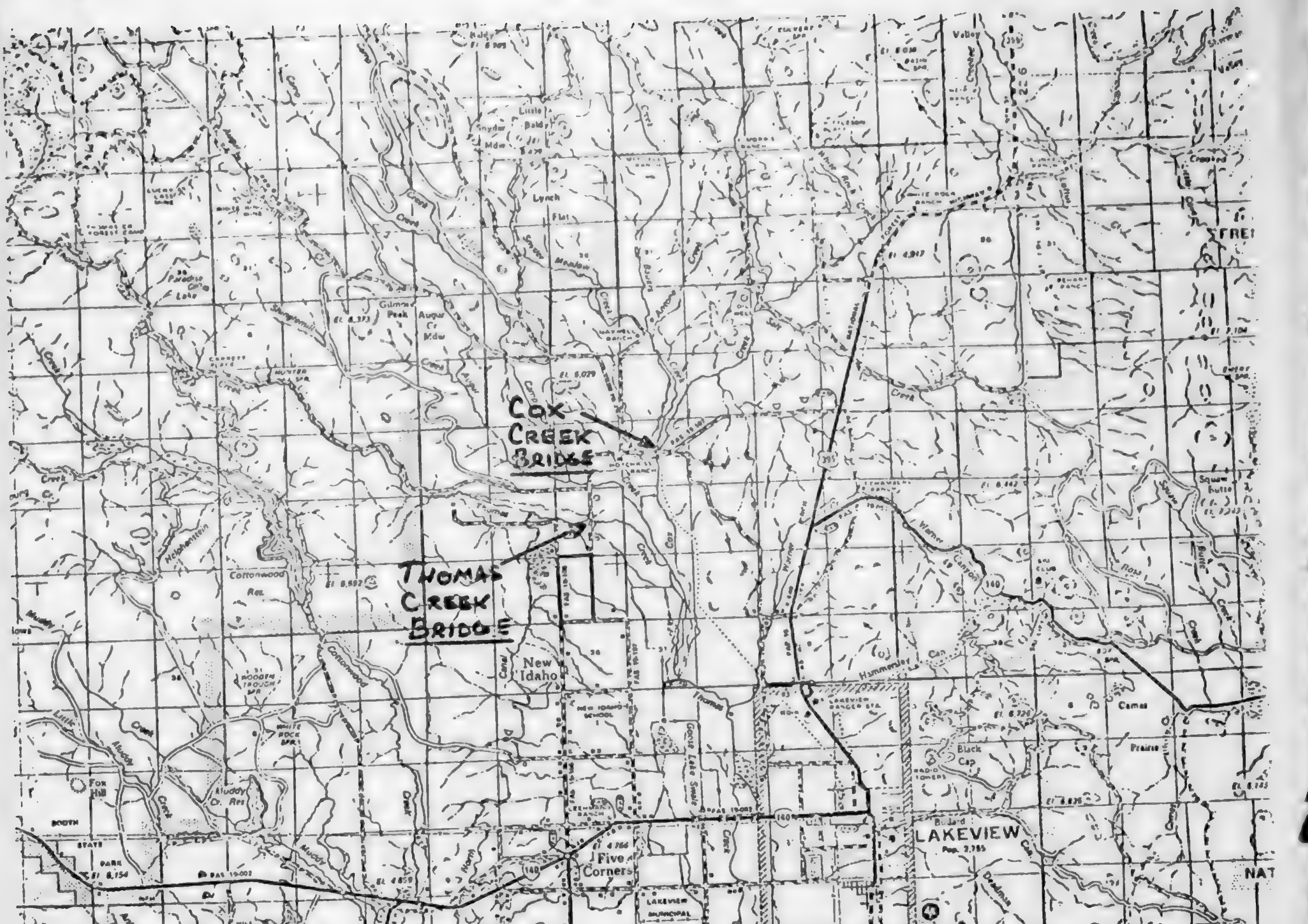
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. TYPE OF DOCUMENTATION RECOMMENDED:

| | |
|---|---|
| ☐ Draft EIS | ☐ Section 4(f) |
| ☐ Final EIS | ☐ Negative Declaration |
| ☐ Supplemental Draft EIS | ☐ State-Wide Negative Declaration |
| ☐ Supplemental Final EIS | ☐ Other ________________ |

In accordance with Chapter 1, Title 23, CFR, Part 771, this proposal is judged to be a non-major action.


COX CREEK BRIDGE
THOMAS CREEK BRIDGE
LAKEVIEW
Pop. 2,785
Five Corners
New Idaho
Cottonwood
Cottonwood Res.
West Side
Lakeview Municipal Airport
Muddy Cr. Res.
Fox Hill
Black Cap
Gilman Peak
Little Bald Mtn
Lynch Flat
Hammersley Can.
Warner Canyon
Camas Prairie
Antelope
Southern Pacific
Goose

THOMAS & COX CREEK BRIDGES

PROJECT SKETCH MAP

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
Box 300
Salem OR 97308

**DATE:** June 9, 1975

**In reply refer to:** 1041EC.1

**SUBJECT:** Oregon RS-19-107(-)
Thomas Creek Bridge
Lake County
Project Assessment

**FROM :** G. L. Green, Division Engineer

**TO :** Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's May 8 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Rulien)
OSHD (Laux)

6-11-75
ORIGINAL TO
L.W. Rulien
to handle.

RECEIVED
STATE HWY ENGR
JUN 10 '75
Hunter
FOR

RECEIVED
JUN 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

| Bridge | Bridge Numbers | Sufficiency Rating |
|---|---|---|
| Coquille River | 00598 | 48.3 |
| Ritner Creek | 01251 | 50.0 |
| 2nd Street, La Grande | 09069 | 22.0 |
| Cozine Creek | 18T01 | 23.7 |
| Coalbank Slough | 02478 | 26.1 |
| Thomas Creek | 12935 | 42.1 |
| Oswego Lake Outlet | 06070 | 43.1 |
| Island City | 04821 | 26.2 |
| Bear Creek | 32C11 | 36.3 |
| Nehalem River | 00574 | 44.0 |
| Snake River - Idaho | 01000 | 48.3 |
| Beaverton Creek | 13089 | 49.2 |

NOTED
E. S. HUNTER
CC Rubin
5-9-75

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L. JOHNS

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
Coulter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | / | |

cc Hunter

Salem, Oregon

April 23, 1975

Mr. Dave Fenton
Federal Aid Engineer
Region 4

Robert H. Prange
Rural Engineer
County-City Unit

Consultant Agreement
Cox Creek and Thomas Creek Bridges
FAS 19-107
Lake County

We have reviewed Lake County's request to use the services of Barry Norris as a consultant engineer on the Cox Creek and Thomas Creek structures. In discussing this with the people in the Salem office of FHWA, we have concluded that Mr. Norris may be used by Lake County for consultant work on this project in either of two ways.

First, Lake County may utilize Mr. Norris' professional services for both preliminary and construction engineering entirely at the County's sole expense and without federal or state financial participation.

The second method would be for Lake County to hire Mr. Norris as a consultant engineer for the project and to receive federal participation on the same basis as any FAS-C project. If the County employes this method, a consultant agreement like the enclosed sample must be entered into between Lake County and Barry Norris and approved by the Highway Division.

In the first instance where the County pays all of Mr. Norris' engineering fees without federal or state participation, he may begin his work anytime. However, if the County chooses the second method, there can be no federal or state participation in engineering work done prior to FHWA's formal approval of preliminary engineering which normally occurs after concurrence of the environmental assessment.

In either event, all of Mr. Norris' work would have to be funnelled through the region office to Salem for final approval since the State has supervisory engineering functions over all federal aid projects.

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

In addition to the agreement the County should submit a letter stating their method of selecting Barry Norris to provide consultant engineering services. In other words, why was he chosen, were other consultants considered, is he adequately equipped and staffed to perform the engineering services and are his cost estimates reasonable.

RHP:scr

Enclosure

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing four proposed Federal Aid Secondary projects which are eligible for the use of Federal-Aid Secondary funds. Two of the projects are in Benton County and two are in Lake County.

One of the projects requested by Benton County is for a bridge over Frazier Creek on Independence Road, FAS 205. The FAS funds required for this structure are estimated to be approximately $70,000 ($7,700 will be the cost to the State).

The other project requested by Benton County is for a bridge over Evergreen Creek on Bellfountain Road, FAS 830. The FAS funds required for this structure are estimated to be approximately $90,000 ($9,900 of which will be the cost to the State).

One of the projects requested by Lake County is for a bridge over Cox Creek on County Road No. 2-16, FAS 19-107. The FAS funds required for this bridge are estimated to be approximately $32,000 ($3,500 of which will be the cost to the State).

The other project requested by Lake County is for a bridge over Thomas Creek which is also on County Road No. 2-16, FAS 19-107. The FAS funds required for this bridge are estimated to be approximately $32,000 ($3,500 of which will be the cost to the State).

These requests will be on the agenda for the April 29 meeting and I recommend your approval.

Atts.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog

D. N. Harwell
C. O. Fredrickson
Jack Graham
Gary Sund

HR:scr dpy

LAKE COUNTY
Proposed FAS-C Project

FAS 19-107, Cox Creek (County Road No. 2-16) Bridge
Structure only; $32,000

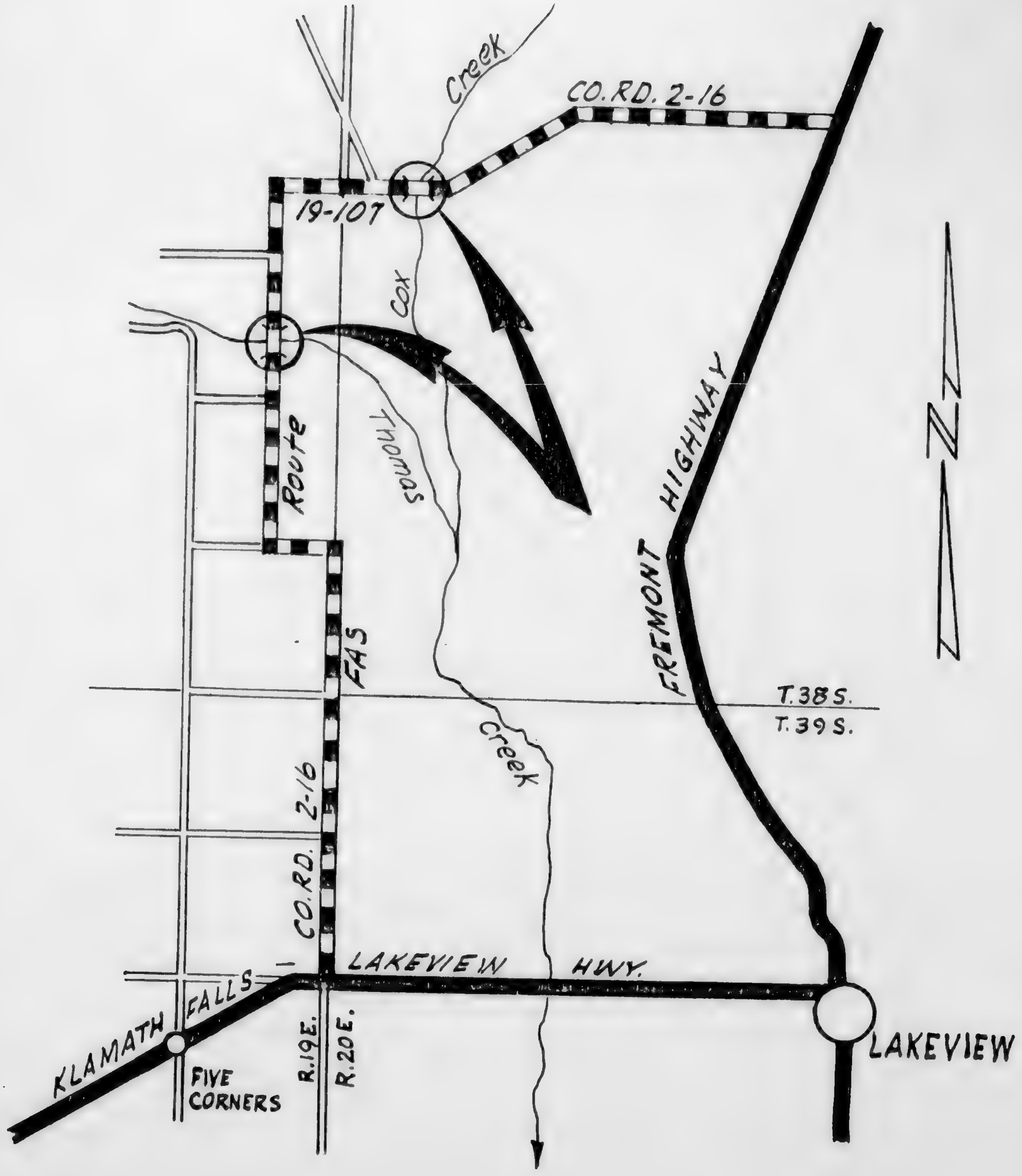
FAS 19-107, Thomas Creek (County Road No. 2-16)Bridge
Structure only; $32,000

Construct a reinforced concrete bridge with a 32-foot roadway at each of these locations. No sidewalks. Contractor is to remove the existing bridge. Private irrigation facilities are to be removed from bridges. No additional right-of-way. No hearing required. Vicinity map and plans are to be made up by a consulting engineer (Barry Norris).

State is to complete plans and make up specifications and award contract.

County is to construct the approaches and connections, place riprap, dispose of the existing bridge and be responsible for the detour.

75-c
4/14/75


Creek
CO.RD. 2-16
19-107
Cox
Thomas
Route
FAS
Creek
CO.RD. 2-16
FREMONT HIGHWAY
T.38S.
T.39S.
LAKEVIEW HWY.
KLAMATH FALLS
FIVE CORNERS
R.19E.
R.20E.
LAKEVIEW
N

COX CR. & THOMAS CR. BRS.

CO.RD.NO. 2-16 FAS 19-107

Lake County

15

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

| Item No. | Bridge No. | Bridge Name | Sufficiency Rating | Estimate |
|---|---|---|---|---|
| 1 | 9069 | Second St., LaGrande [illegible] | 22.0 | $ Not available. Need Bond Issue |

*City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.*

| Item No. | Bridge No. | Bridge Name | Sufficiency Rating | Estimate |
|---|---|---|---|---|
| 2 | 18T01 | Cosine Cr. in McMinnville Davis St. | 23.7 | $ 360,000 ? |

4-16-75 City will construct fill & culvert not using SBRP $ - City passed bond issue

*This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.*

4-15-75
Discussed with Wills, [illegible]
need [illegible]
[illegible]

Wills

Discuss 4-14

RECEIVED
COUNTY & CITY SECTION
APR 1[illegible] 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Glen Green'
-2-
April 8, 1975

| Item No. | Bridge No. | Bridge Name | Sufficiency Rating | Estimate |  |
|---|---|---|---|---|---|
| ✓(3.) | 32C11 | Bear Cr., Wallowa County ~~Co. Rd.~~ FASC<br>FAS-416 Now 32-104 | 36.3 | $ 150,000 | [illegible] |

*Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.*

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| ✓(4.) | 12935 | Thomas Creek Br., Linn Co. Co. Rd | 42.1 | 200,000 | Co |

*No survey for replacement to date.*

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| (5.) | 6070 | Oswego Lake Outlet,<br>City of Lake Oswego [illegible] City | 43.1 | 350,000 | 75 / [illegible]<br>25 City $ |

4-R City $ available after 7-1-75 or borrow prior if necessary.

*Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975.for replacement under the SBR fund if such funds become available.* ok

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| rl ✓6. | 574 | Nehalem River Bridge<br>Highway 9 | 44.0 | 1,600,000 | (Co/with Region) |

*No survey for replacement to date.*

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| 7. | 583 | Willamette River Bridge<br>at Harrisburg, Hwy 58 | 48.1 | 1,438,532 | ok |

*Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.*

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| rl ? 8. | 1000 | Snake River Bridge<br>Idaho Ave. in Ontario, Hwy #455 | 48.3 | 2,000,000 |  |

*Design is 15% complete. No activo design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.*

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| ✓(9.) | 13089 | Beaverton Creek City-Co.? | 49.2 | 105,000 | Co |

*No survey to date.* Formerly FAS 839 - Wash Co - Now an urban route
SW 185th Ave FAU-0035
Approx 1 mile North of Aloha

| Item No. | Bridge No. | Bridge Name | Sufficiency Rating | Estimate |
|---|---|---|---|---|
| 10. | 1C117 | Powder River Bridge | 51.2 | $ 100,000 |
| *No survey to date.* | | | | |
| 11. | 662 | Rock Creek Bridge | 51.9 | 360,000 |
| *Replacement proposed—a super span arch. Scheduled for third quater 1975.* | | | | |
| 12. | 7C11 | Crooked River Bridge at Lone Pine | 52.4 | 280,000 |
| *No survey to date.* | | | | |
| 13. | 200 | Hood River Bridge at Hood River | 52.7 | 605,000 |
| *Old survey would require re-evaluation. No active work at this time.* | | | | |
| 14. | 7C12 | Crooked River-Elliott Rd.Br. | 53.1 | 165,000 |
| *No survey.* | | | | |
| 15. | 598 | Coquille River at Coquille | 53.7 | 1,625,000 |
| *Major relocation. No work at this time.* | | | | |
| 16. | 2058 | Santiam River at Mill City | 53.9 | |
| *Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.* | | | | |
| 17. | 2728 | Willamette River-Van Buren St., Corvallis | 54.6 | 3,100,000 |
| *Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.* | | | | |

| Item No. | Bridge No. | Bridge Name | Sufficiency Rating | Estimate |
|---|---|---|---|---|
| 18. | 1731 | Malheur River Bridge | 56.8 | $ 700,000 |
| *Plans are 90% complete. Scheduled for third quarter 1975.* | | | | |
| 19. | 1803B | Millican Creek Bridge | 57.0 | 265,000 |
| *No survey to date.* | | | | |
| 20. | 1251 | Ritner Creek Bridge | 57.4 | 520,000 |
| *Plans 90% complete. Scheduled for 6-19-75.* | | | | |
| | | Yachats River Bridge | | 600,000 |
| *Plans 80% complete. Scheduling contingent upon availability of SBR funds.* | | | | |
| | | Chehalem Creek Bridge | | 2,650,000 |
| *Plans 70% complete. Scheduled for 6-19-75.* | | | | |
| | | Polaski Creek Bridge | | |
| *No survey to date.* | | | | |
| | | Williamson River Bridge | | |
| *No survey to date.* | | | | |
| | 4821A | Grande Ronde River Bridge at Island City | | 700,000 |
| *Plans are complete. Scheduling contingent upon availability of SBR funds.* | | | | |

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another, it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

3-27-75 [illegible]

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR

L. L. JOH

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SBRP #

# OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible:

| Br. No. | | Name | Struct. | 3rd Approval |
|---|---|---|---|---|
| 598 | | Coquille River | | |
| 1251 | | Ritner Creek | long struct. $1,[illegible] | 1,500,[illegible] |
| 9069 | City | 2nd Street (La Grande) | short " 500,000 | 1,400,000 |
| 18101 | City | Cozine Creek | above data from Br. Sect. | 4-4-75 |
| 2478 | | Coalbank Slough | | |
| 12935 | Co? | Thomas Creek | City sold bonds - 100% City for fill section | 4-4-75 |
| 6070 | City | Lake Oswego Outlet | Br. Section designing | 4-14-75 |

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

RECEIVED
COUNTY & CITY SECTION
MAR 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

| Br. No. | Name |
|---|---|
| 662 | Rock Creek |
| 2054 | Chehalem Creek (Newberg) |
| 1173 | Yachats River |

LWR:bb
Attach.

cc: E. S. Hunter
E. L. Hardt
D. H. Moehring

LARRY

# SPECIAL BRIDGE REPLACEMENT

| | Hwy. No. | County | Route No. | Region | Section | Work | Estimated Cost 1975 | Date Contract | Contract Amount | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FHWA APPROVED 8-10-71 INDEPENDENTLY | | | | | |
| | 450 | Malheur | - | 5 | Snake River (Adrian) Br. | Structure | 716,200 | 6-12-72 | 716,200 | |
| | | | | | FHWA APPROVED 5-5-72 INDEPENDENTLY | | | | | |
| | 211 | Linn | OR 226 | 2 | Sanderson Bridge | Structure | 1,385,500 | 8-8-72 | 1,385,500 | |
| | | | | | FHWA APPROVED 12-29-72 | | | | | |
| | - | Deschutes | 793 | 4 | Little Deschutes Riv. (Montgomery) Br. | Structure | 118,200 | 10-8-73 | 118,200 | |
| 2 | - | Washington | 631 | 1 | Tualatin Riv. ((Golf Course Rd.) Br. | Structure | 534,200 | 5-8-74 | 534,200 | |
| 3 | | | | | Burnt River Br. | - | - | - | - | Project Not on Sy |
| 4 | - | Lane | 226 | 3 | Woahink Lake Br. | | | | | |
| 5 | - | Lane | 226 | 3 | Woahink Lake Br. | 3 Structures | 588,300 | 11-16-73 | 588,300 | |
| 6 | - | Lane | 226 | 3 | Woahink Lake Br. | | | | | |
| 7 | - | Washington | 837 | 1 | Prickett Cr. (Stringtown Rd.) Br. | Structure | 18,600 | 10-16-73 | 18,600 | |
| 8 | - | Marion | 147 | 2 | Silver Cr. (Main St.) Br. | Structure | 187,100 | 6-6-74 | 187,100 | |
| 9 | 244 | Coos | - | 3 | Coquille Riv. Br. | Structure | [illegible] | - | | |
| 10 | 191 | Polk | OR 223 | 2 | Ritner Creek Br. | Structure | [illegible] | -- | | |
| | | | | | FHWA APPROVED 5-21-74 | | | | | |
| 1 | City St. | Union | - | 5 | U.P.R.R. 2nd St. (La Grande) | Structure | [illegible] | | | |
| 2 | City St. | Yamhill | - | 2 | Cozine Creek Br. | Structure | [illegible] | | | |
| 3 | 9 | Coos | US 101 | 3 | Coalbank Slough Br. | Structure | [illegible] | | | |
| 4 | - | Josephine | 17-110 | 3 | Munger Creek Br. | Structure | 55,000 | - | - | Replaced by Co |
| 5 | - | Coos | 255 | 3 | Coos River (Landrith) Br. | Structure | 880,000 | 8-23-74 | (1,507,400) | Secondary Rural |
| 6 | - | Crook | 717 | 4 | McKay Creek Br. | Structure | 39,000 | 5-1-74 | (68,000) | Secondary Rural |
| | - | Wallowa | 476 | 5 | Bear Creek Br. | Structure | 100,000 | | -- | New Sec. Rural C |
| 8 | - | Clatsop | 912 | 2 | Humbug Creek Br. | Structure | 115,000 | 7-6-72 | (159,800) | Secondary Rural |
| 9 | - | Linn | 763 | 2 | Thomas Creek Br. | Structure | 199,000 | | | |
| 10 | - | Clackamas | - | 1 | Oswego Lake Outlet Br. (McVay Ave) | Structure | 175,000 | | | |
| | | | | | | Total Contracts | | | 3,548,100 | |
| | | | | | | Apport. Total | | | 4,379,000 | |
| | | | | | | Total Apport. Balance | | | 830,900 | |

3-20-75

LARRY

## SPECIAL BRIDGE REPLACEMENT

| ion | Section | Work | Estimated Cost 1975 | Date Contract | Contract Amount | Remarks |
|---|---|---|---|---|---|---|
| | FHWA APPROVED 8-10-71 INDEPENDENTLY | | | | | |
| 5 | Snake River (Adrian) Br. | Structure | 716,200 | 6-12-72 | 716,200 | |
| | FHWA APPROVED 5-5-72 INDEPENDENTLY | | | | | |
| | Sanderson Bridge | Structure | 1,385,500 | 8-8-72 | 1,385,500 | |
| | FHWA APPROVED 12-29-72 | | | | | |
| | Little Deschutes Riv. (Montgomery) Br. | Structure | 118,200 | 10-8-73 | 118,200 | |
| 1 | Tualatin Riv. ((Golf Course Rd.) Br. | Structure | 534,200 | 5-8-74 | 534,200 | |
| | Burnt River Br. | - | - | - | - | [illegible] |
| 3 | Woahink Lake Br. | 3 Structures | 588,300 | 11-16-73 | 588,300 | |
| 3 | Woahink Lake Br. | | | | | |
| 3 | Woahink Lake Br. | | | | | |
| | Prickett Cr. (Stringtown Rd.) Br. | Structure | 18,600 | 10-16-73 | 18,600 | |
| 2 | Silver Cr. (Main St.) Br. | Structure | 187,100 | 6-6-74 | 187,100 | |
| 3 | Coquille Riv. Br. | Structure | 1,625,000 | | | |
| 2 | Ritner Creek Br. | Structure | 198,000 | - | | |
| | FHWA APPROVED 5-21-74 | | | | | |
| 5 | U.P.R.R. 2nd St. (La Grande) | Structure | 1,290,000 | | | |
| 2 | Cozine Creek Br. | Structure | 358,000 | | | |
| 3 | Coalbank Slough Br. | Structure | 1,230,000 | | | |
| 3 | Munger Creek Br. | Structure | 55,000 | - | - | Replaced by County |
| 3 | Coos River (Landrith) Br. | Structure | 880,000 | 8-23-74 | (1,507,400) | Secondary Rural, County |
| 4 | McKay Creek Br. | Structure | 39,000 | 5-1-74 | (68,000) | Secondary Rural, County |
| 5 | Bear Creek Br. | Structure | 100,000 | | — | New Sec. Rural County, Comm. 1-22-75 |
| 2 | Humbug Creek Br. | Structure | 115,000 | 7-6-72 | (159,800) | Secondary Rural, County |
| 2 | Thomas Creek Br. | Structure | 199,000 | | | |
| 1 | Oswego Lake Outlet Br. (McVay Ave) | Structure | 175,000 | | | |
| | | Total Contracts | | | 3,548,100 | |
| | | Apport. Total | | | 4,379,000 | |
| | | Total Apport. Balance | | | 830,900 | |

15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attention: Mr. E. S. Hunter

We have heard via the grapevine that there is a possibility that unused funds in the Bridge Replacement program will be recalled for distribution to those States who have projects ready to go. Please note that you have approximately $630,000 in unobligated balance under the Bridge Replacement program as of December 31, 1974. In order for you to take maximum advantage of this program you should place as many approved candidate structures under contract as possible and have some bridges stockpiled to utilize the possible extra funds. The following remaining structures have been approved as candidates and are not under any form of programming.

List 1

| | |
|---|---|
| Coquille River | $ 1,700,000 |
| Ritner Creek | 168,000 |

List 2

| | |
|---|---|
| 2nd Street (La Grande) | 1,292,000 |
| Cozine Creek | 358,000 |
| Coalbank Slough | 1,230,000 |
| Thomas Creek | 199,000 |
| Lake Oswego Outlet | 175,000 |

RECEIVED
STATE HWY ENGR
MAR 19 '75
REFER TO
FOR
Info Inves R,D D,R Sign Att

3-20-75.
cc Rubin
Hunt
Moehring
action!
Ed.

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If you have additional poor condition structures that you wish to place on the available candidate list a request should be initiated to include these structures along with their inventory inspection necessary for placement on the candidate list. If you desire additional candidates submitted under your previous list you should make a request for additional structures. This information should be submitted as soon as possible for we understand that early April will probably be the deadline for reconsolidating unused funds. ✓

G. L. Green

19-107, Lake

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lake FAS No. 19-107 Date March 11, 1975
County Road Name 216
Section Name N/A
Type of Project Bridge Replacement ([illegible])
Location of Project (Attach sketch map)
ADT 254 Design Speed 55 mph

Is this request for county bridge design only? Yes No
county FAS bridge design? Yes X No
Will County hire consultant for this project? Yes X No
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA N/A

1. Traveled Surface: Type Total Travel Width
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Width Each Side
(AC, Pug Cold Mix, Oil Mat) Total Top Width

3. Grading & Drainage:
By County County Date of Completion By Contract

4. Bottom Base Course:
By County County Date of Completion By Contract
Has base design been given to County? Yes No
Will it be furnished? Yes No

5. Leveling Course:
By County County Date of Completion By Contract

6. Binder Course:
By County County Date of Completion By Contract

7. Traveled Surface & Shoulders:
By County County Date of Completion By Contract

8. Clearing:
By County County Date of Completion By Contract

9. Curbs:
Curbs Required? Yes No
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs

RECEIVED
COUNTY & CITY SECTION
MAR 18 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Appd
T. Lamm
4/29/75

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use__________
Sparse population__________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?___________________________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No____________

12. Will replacement be by. County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** **Yes____ No_____**

14. **Will County adjust structure to additional width?** **Yes____ No_____**

15. **Will adjusted width be standard? Yes_____ No_____**
**(NOTE: Standard width of structure is traveled way plus full shoulders.)**

16. **Does County wish rounding of cutbanks? Yes_____ No_____**

17. **Does County wish sight posts installed? Yes_____ No_____**

18. **Does County wish State to permanently stripe project? Yes_____ No_____**

19. **Will County do striping? Yes_____ No_____**

20. **Does County wish guardrail installed? Yes_____ No_____**

**By County_______ Contractor_______**
**(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)**

21. **Does County wish permanent erosion control?** **Yes_____No_____**
**By seeding and mulching** **Yes_____No_____**
**By rock blanket** **Yes_____No_____**
**(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)**

22. **Can road be closed during construction?** **Yes_____No_____**

23. **Can through traffic be detoured?** **Yes_____No_____**

24. **Must new detour be constructed?** **Yes_____No_____**

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired__________

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain__________

Remarks re Section I:__________

## II. BRIDGE PROJECT DATA

1. Name of river or stream Thomas Creek
2. Name of bridge Thomas Creek Bridge
3. Dimensions of existing bridge. Length 24 Roadway Width 20
4. Type of design and material used in existing bridge.__________
5. Location (please attach map with location marked):__________
Section 24 Township 38 S Range 19 E. W.M.
6. Desired width of proposed bridge 32' Approx. length 28'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_________ Downstream__________ Width_________

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete, steel piling
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain______________________________

10. Foundation Testing: By County? Yes_____ No X
By State? Yes X No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes_____ No X

13. Must a new detour be constructed? Yes X No_____

14. Will detour be constructed & maintained by County? Yes X No_____

15. Will detour be constructed & maintained by Contractor? N/A Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes X No_____
by Contractor Yes_____ No X
Traveled surface: Type Gravel Width 24'
Shoulder surface: Type Gravel Width 4' ea.
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No X

N.W. quadrant distance from structure_______________
N.E. quadrant distance from structure_______________
S.W. quadrant distance from structure_______________
S.E. quadrant distance from structure_______________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__X__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes______ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes__X__ No_____
Salvaged by Contractor for County? Yes__X__ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__X__ No_____
By Contractor? Yes_____ No__X__

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X_____ Size___________
Company______________________________________
b. Sanitary sewer mains: Yes________ No__X_____ Size___________
Company______________________________________
c. Storm sewer: Yes________ No__X_____ Size___________
Company______________________________________
d. Gas mains: Yes________ No__X_____ Size___________
Company______________________________________
e. Power lines: Yes________ No__X_____ Size___________
Company______________________________________
f. Telephone lines: Yes________ No__X_____ Size___________
Company______________________________________
g. Other Utilities: N/A

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X_____

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X_____

26. Does County wish complete job of illumination in project?
Yes________ No__X_____

27. Is project contingent upon other factors? Yes_______ No__X_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:** ____________________

**Remarks re Section II:** New structure will replace two existing timber structures

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ____ No ____
   By Consultant? Yes ____ No ____
   By County? Yes X No ____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes ____ No ____
   By Consultant? Yes X No ____
   By County? Yes ____ No ____

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

**Remarks re Section III:** (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes N/A No____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No N/A
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____ N/A

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:____________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes____ No X
If yes, give type and name of utility company:____________________

13. Are utilities on existing right-of-way by permit ____ or by franchise____ N/A
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes x No____
If yes, give name of irrigation company or district Private Land Owner
and dates between which water can be turned off: From N/A
To____________

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline N/A Siding_____ Total_____

18. **Sight Distance:** 1000' (Left) 1000' **(Right)**

19. **Number of Trains:** Passenger__________ Speed__________
N/A Freight__________ Speed__________

20. **Angle of Intersection:** N/A

21. **Type of Existing Crossing:** Grade N/A
Overcrossing_____
Undercrossing_____

22. **Existing Protection:** None
**Advance warning signs**_____ Automatic flashing_____ **Stop signs**_____
**Crossbucks**_____ Automatic bell_____ **Gates**_____

23. **Proposed Protection:** None

24. **Are there to be stopping lanes for buses and trucks, etc.**
Yes_____ No X

25. **Will railroad crossing be altered:** Yes_____ No N/A
**If yes, specify:**__________

26. **Traffic Control Signing:**
To be part of project? Yes X No_____
By County? Yes X No_____
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. **Striping:**
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes X No_____

29. Will P.U.C. application be made by State X or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. **Will there be any displaced persons from farms, homes, or business requiring relocation assistance?** Yes_____ No X
**(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)**

**Remarks re Section IV**__________

## V. MATERIAL SOURCES DATA

N/A

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ______
Miscellaneous Items ______

Remarks re Section V Approaches built by County with County borrow material

## VI. FINANCIAL DATA

1. Estimated Cost: $ 32,000

2. Available FAS Funds $ 127,000

3. Does County wish advancement of future Federal funds? Yes ____ No ____
Amount ______

4. Date match money is available July 1, 1975

5. Will there be any 100% County money? Yes ______ No X

6. Maximum amount of 100% County money available: $ N/A

7. Date County requests letting: September, 1975

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ______
County Judge or Comm. Chairman

By ______
County Commissioner

By ______
County Commissioner

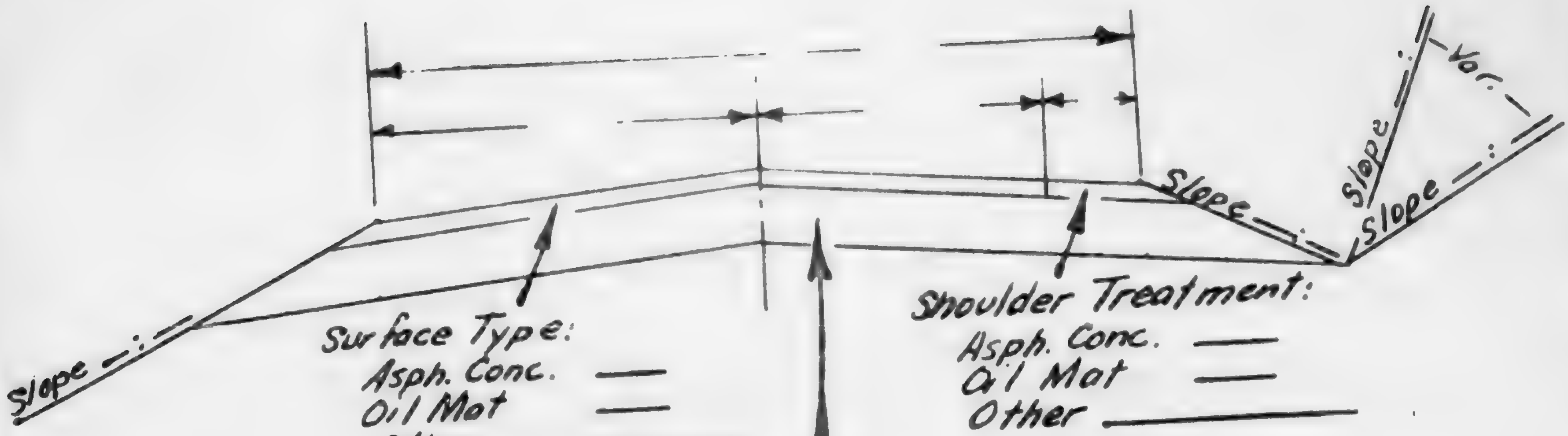
By C C Lawson
County Engineer or Roadmaster

County Lake
Date 3/12/75

______
O.S.H.D. Field Engineer

Date 3-18-75

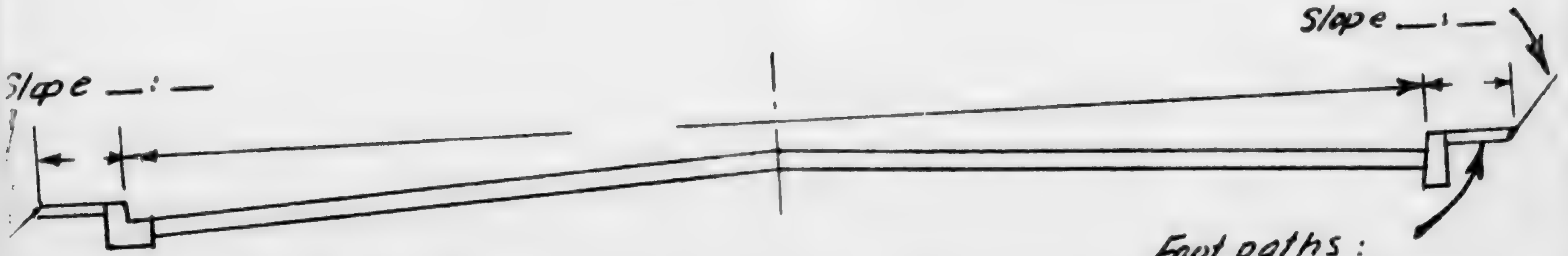
# TYPICAL SECTION


Slope —:—
Slope —:—
Slope —:—
Slope —:—
Var.

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

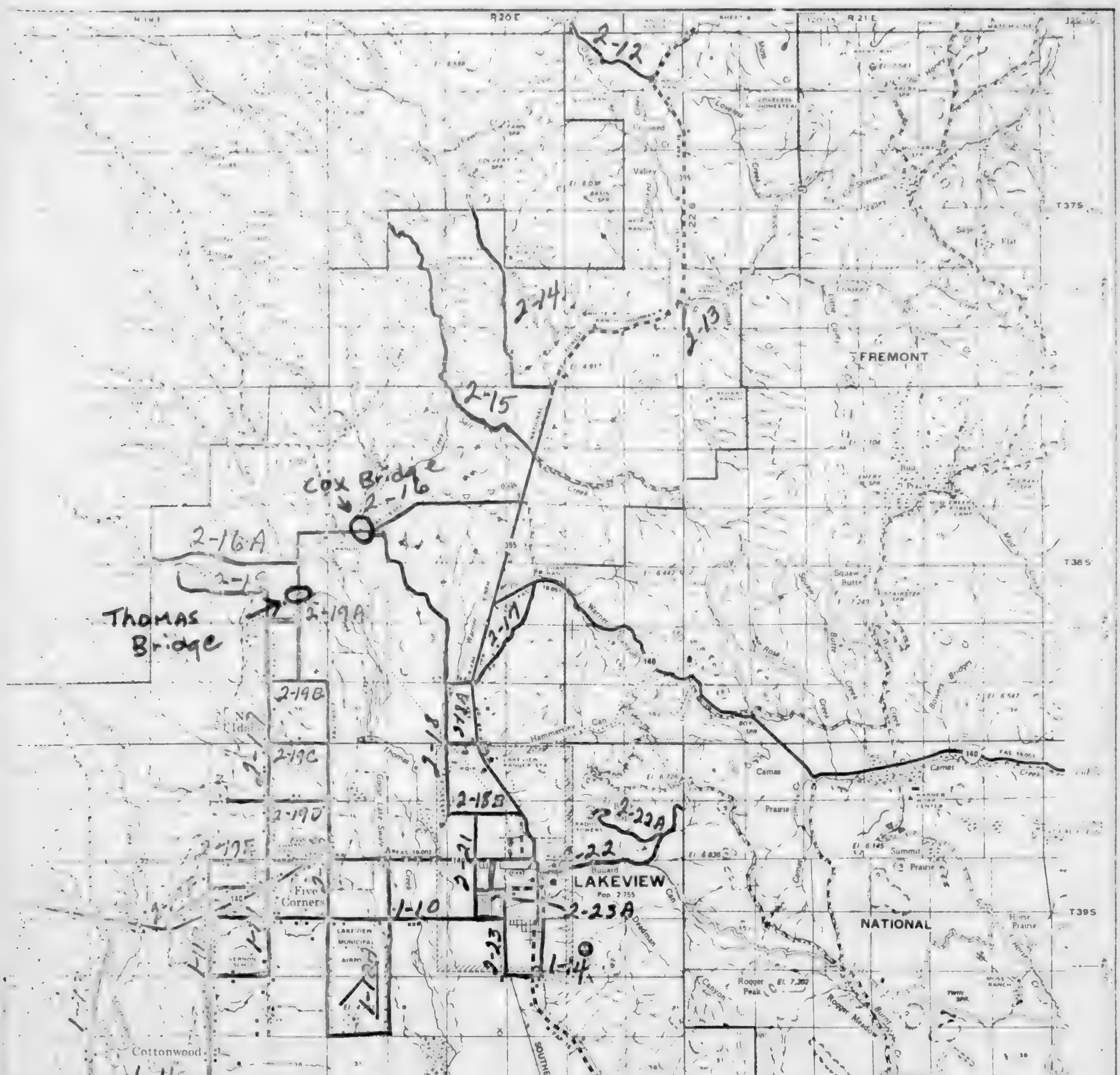
Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___


Slope —:—
Slope —:—

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___


R20E
R21E
T37S
T38S
T39S
T40S
2-12
2-13
2-14
2-15
Cox Bridge
2-16
2-16A
2-19
Thomas Bridge
2-19A
2-19B
2-19C
2-19D
2-19E
2-17
2-17A
2-18
2-18B
2-21
2-22
2-22A
2-23
2-23A
1-10
1-14
1-11
1-11B
1-11C
1-11F
1-15
1-16
1-17
FREMONT
NATIONAL
LAKEVIEW
Pop. 2,755
Five Corners
Cottonwood
West Side
Lakeview Municipal Airport
Camas
Prairie
Summit Prairie
Squaw Butte
Rogger Peak
Rogger Meadow
Red Peak
Thunder Egg Lake
Crane Mtn
North Fork
Willow
Turpin Ridge
Horse Prairie
Bull Prairie
Sage Flat
Valley
Warner Canyon
Hammersley Can
Deadman
Thomas
Rose
Butte Creek
Crane Creek
Southern Pacific
Sherlock Ranch
Deter Ranch
395
140
Creek

19-107, Lake

## COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lake FAS No. 19-107 Date March 11, 1975
County Road Name 216
Section Name N/A
Type of Project Bridge Replacement
Location of Project (Attach sketch map) ______
ADT 254 Design Speed 55 mph

Is this request for county bridge design only? Yes ______ No ______
county FAS bridge design? Yes X No ______
Will County hire consultant for this project? Yes X No ______
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

N/A

1. Traveled Surface: Type ______ Total Travel Width ______
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ______ Width Each Side ______
(AC, Pug Cold Mix, Oil Mat) Total Top Width ______

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract ______

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
MAR 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

App'd
T. Comm
4/29/75

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety________Cost excessive to need or use__________
Sparse population___________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes__________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County__________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_______ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

## II. BRIDGE PROJECT DATA

1. Name of river or stream Cox Creek
2. Name of bridge Cox Creek Bridge
3. Dimensions of existing bridge. Length 18' Roadway Width 20'
4. Type of design and material used in existing bridge. Timber Structure
5. Location (please attach map with location marked):____________
Section 18 Township 38 S Range 20 E. W.M.
6. Desired width of proposed bridge 32' Approx. length 28'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes____ No X
Upstream____ Downstream____ Width____

8. Does County wish a particular type of bridge design? Yes X No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete, steel piling
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes____ No X
Explain____

10. Foundation Testing: By County? Yes____ No X
By State? Yes X No____

11. Will County close road during construction? Yes____ No X

12. Can presently established road be used as detour? Yes X No____

13. Must a new detour be constructed? Yes____ No X

14. Will detour be constructed & maintained by County? N/A Yes____ No____

15. Will detour be constructed & maintained by Contractor? N/A Yes____ No____

16. Will County sign project outside work area during construction?
Yes____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No____

18. Approaches or Connections by County Yes X No____
by Contractor Yes____ No X
Traveled surface: Type Gravel Width 24'
Shoulder surface: Type Gravel Width 4' ea.
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes____ No X

N.W. quadrant distance from structure____
N.E. quadrant distance from structure____
S.W. quadrant distance from structure____
S.E. quadrant distance from structure____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__X__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes______ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes__X__ No_____
Salvaged by Contractor for County? Yes__X__ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__X__ No_____
By Contractor? Yes_____ No__X__

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X__ Size__________
Company______________________________
b. Sanitary sewer mains: Yes________ No__X__ Size__________
Company______________________________
c. Storm sewer: Yes________ No__X__ Size__________
Company______________________________
d. Gas mains: Yes________ No__X__ Size__________
Company______________________________
e. Power lines: Yes________ No__X__ Size__________
Company______________________________
f. Telephone lines: Yes________ No__X__ Size__________
Company______________________________
g. Other Utilities:______________N/A______________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X__

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X__

26. Does County wish complete job of illumination in project?
Yes________ No__X__

27. Is project contingent upon other factors? Yes_______ No__X__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

**If yes, explain:** ________________________________

**Remarks re Section II:** New structure will replace two existing timber structures

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ____ No ____
   By Consultant? Yes ____ No ____
   By County? Yes X No ____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes ____ No ____
   By Consultant? Yes X No ____
   By County? Yes ____ No ____

4. **Does County desire center line to be permanently monumented as part of project? Yes ____ No X**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X**
   **(NOTE: Right-of-way monumenting will necessitate special programming.)**

**Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)**

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes_____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes N/A No_____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes_____ No X

5. Should State prepare options? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No N/A
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____ N/A

10. Is a hearing necessary? Yes_____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No X
If yes, give type and name of utility company:_____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____ N/A
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No_____
If yes, give name of irrigation company or district Private Land Owner
and dates between which water can be turned off: From N/A
To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline______ Siding N/A______ Total______

18. **Sight Distance:** 500' (Left) 500' (Right)

19. **Number of Trains:** Passenger____________ Speed____________
N/A Freight____________ Speed____________

20. **Angle of Intersection:** N/A

21. **Type of Existing Crossing:** Grade N/A
Overcrossing ______
Undercrossing ______

22. **Existing Protection:** None
**Advance warning signs**______ Automatic flashing______ **Stop signs**______
Crossbucks ______ Automatic bell ______ **Gates** ______

23. Proposed Protection: None

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No X

25. Will railroad crossing be altered: Yes______ No N/A
If yes, specify:______

26. Traffic Control Signing:
To be part of project? Yes X No______
By County? Yes X No______
By State at County expense? Yes______ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No X
By County? Yes______ No______
By State at County expense? Yes______ No______

28. Does County wish State to prepare P.U.C. hearing data? Yes X No______

29. Will P.U.C. application be made by State X or County______?
**(NOTE: County must plead or argue its own case at all P.U.C. hearings.)**

30. **Will there be any displaced persons from farms, homes, or business requiring relocation assistance?** Yes______ No X
**(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)**

**Remarks re Section IV**______

## V. MATERIAL SOURCES DATA

N/A

1. Gravel ____________ Quarry ____________ Cinders ____________

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ____________ Section ______ Township ____________ Range ________ W.M.

4. If County lease, what are royalty payments? ____________

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ____________
Miscellaneous Items ____________

Remarks re Section V Approaches built by County with County borrow material.

## VI. FINANCIAL DATA

1. Estimated Cost: $ 32,000

2. Available FAS Funds $ 127,000

3. Does County wish advancement of future Federal funds? Yes ______ No ______
Amount ____________

4. Date match money is available July 1, 1975

5. Will there be any 100% County money? Yes ______ No X

6. Maximum amount of 100% County money available: $ N/A

7. Date County requests letting: September, 1975

Remarks re Section VI ____________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ____________
County Judge or Comm. Chairman

By ____________
County Commissioner

By ____________
County Commissioner

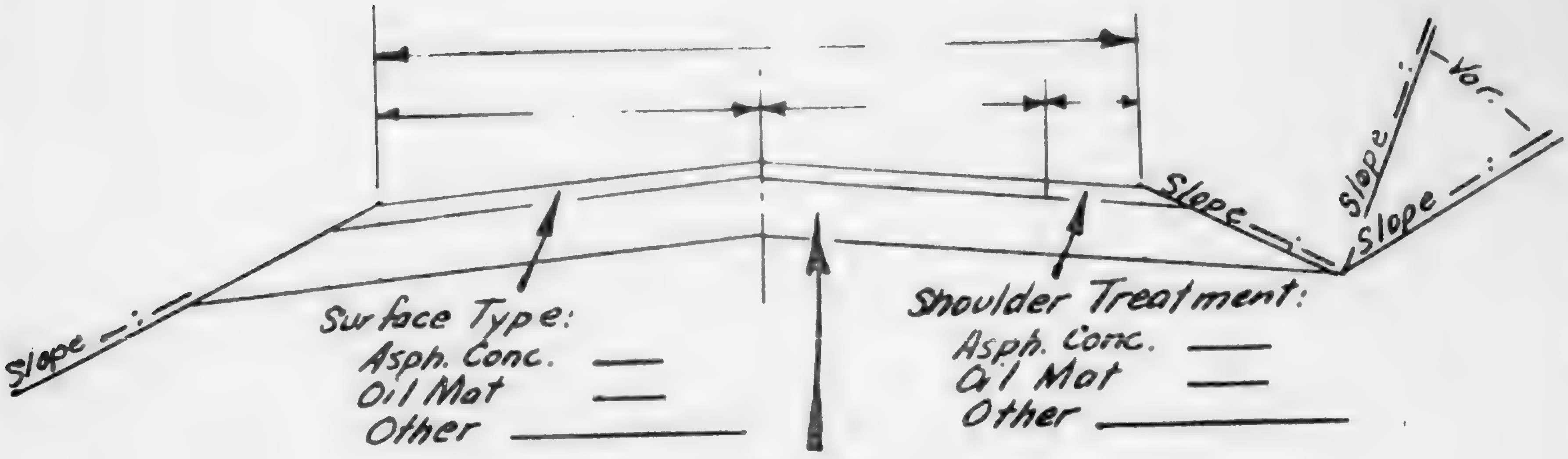
By E C Lawson
County Engineer or Roadmaster

County Lake
Date 3/12/75

____________
O.S.H.D. Field Engineer

Date 3-18-75

# TYPICAL SECTION

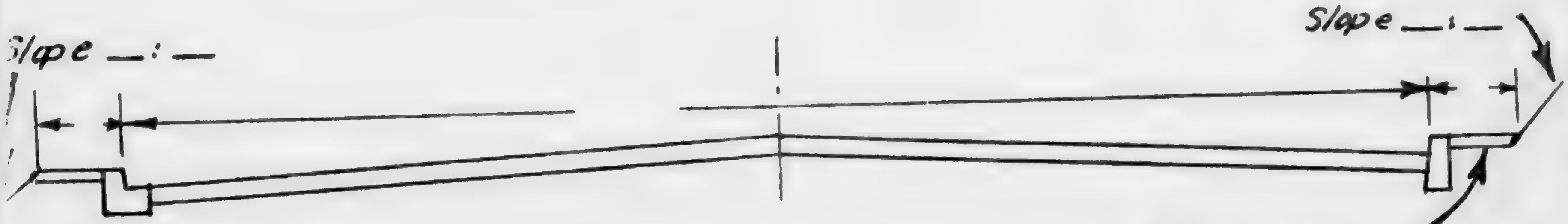


Slope —:—
Slope
Slope —:—
Slope —:—
Var.

Surface Type:
Asph. Conc. ____
Oil Mat ____
Other __________

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other __________

Type of Base:
Pit or Quarry Run ____
Crushed Stone ____
Asph. Treated ____
Cement Treated ____

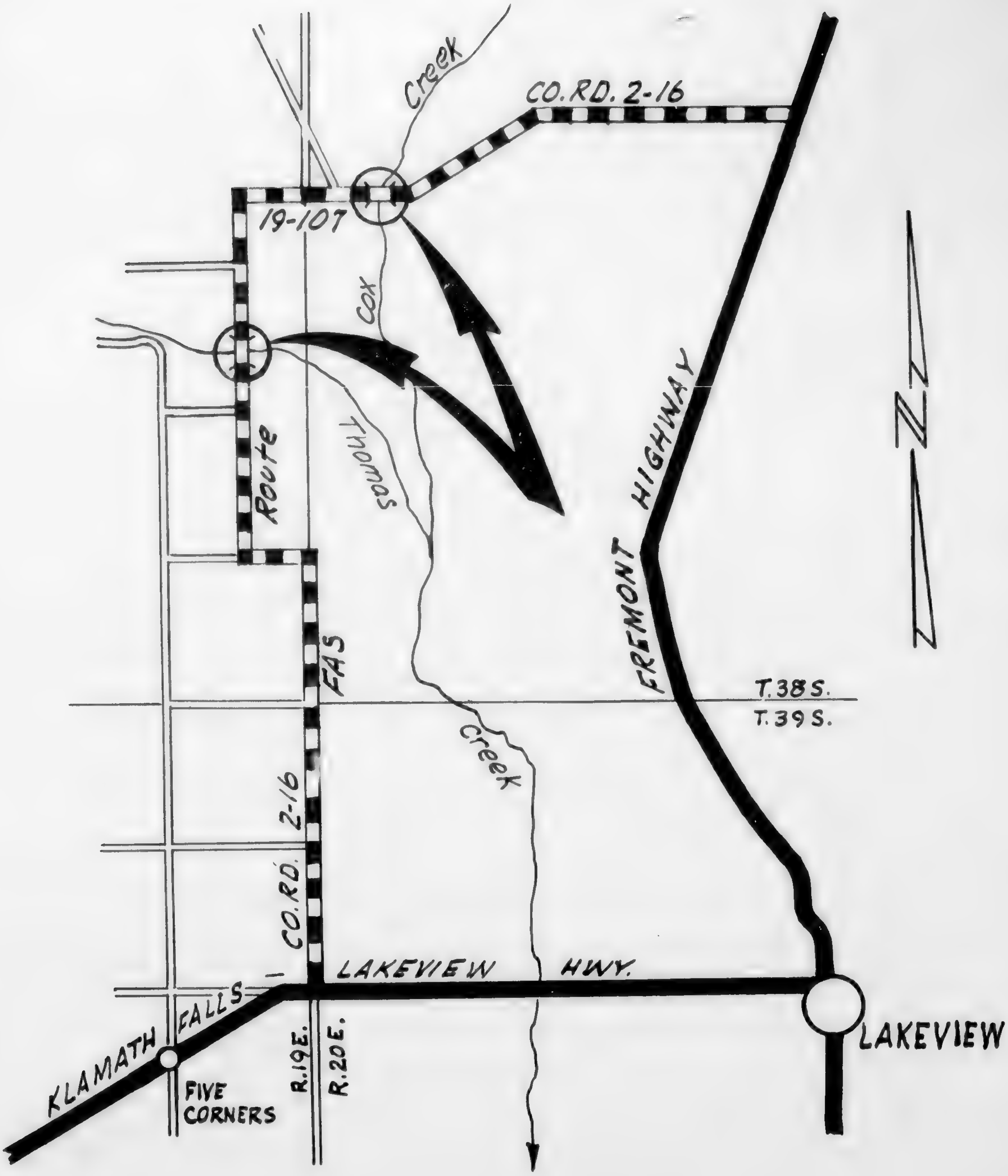


Slope —:—
Slope —:—

Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ________
Total Width between Curbs ____

Curbs
Type "C" ____
Curb & Gutter ____
Other __________


Creek
CO. RD. 2-16
19-107
Cox
Thomas
Route
FAS
CO. RD. 2-16
Creek
FREMONT HIGHWAY
T. 38 S.
T. 39 S.
LAKEVIEW HWY.
KLAMATH FALLS
FIVE CORNERS
R. 19 E.
R. 20 E.
LAKEVIEW
N

# COX CR. & THOMAS CR. BRS.

CO. RD. NO. 2-16 FAS 19-107

Lake County

8409 Goshen-Cottage Grove Sec. 1976
of Pacific Hwy.
(Roadside improvement)

2409

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>10 21 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089<br>State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Lane |
| MODIFICATION NUMBER<br>1 | 10-3-78 | Project Number<br>I-5-3(108)175 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 15, 19 76, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 99,314.00 | $ 106,250.00 |
| Federal funds | $ 91,646.00 | $ 98,045.00 |
| Other revisions | | |

This modification is made for the following reasons:

Increase in construction bid item costs and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of October, 19 78.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E. D. Hunter

Technical Services Engineer
*(Title)*

By For: H. S. Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

2-2le

Oregon State Highway Division
Salem, Oregon September 26, 1978

Federal Aid Project
No. I-5-3(108)175

Goshen-Cottage Grove Section
Pacific Highway
Lane County

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 28+00 to Sta. 721+62)

| | | | |
|---|---|---|---|
| Subtotal of Previous Estimate of September 3, 1976 | | | $ 90,286.35 |
| **Previous Estimate** | | | |
| Furnish and Plant Shrubs | 13,490 each | 4.32 | $ 58,276.80 |
| **Revised Estimate** | | | |
| Furnish and Plant Shrubs | 14,680 each | 4.32 | $ 63,417.60 |
| | | Difference | 5,140.80 |
| | | Subtotal | $ 95,427.15 |
| | | Engineering | 10,822.85 |
| | | TOTAL | $106,250.00 |

Length of Project --------------- 0.0 mile

| | |
|---|---|
| Federal Funds ------------------ | $ 98,045.00 |
| State Funds -------------------- | 8,205.00 |
| TOTAL | $106,250.00 |

Group 1 - 100%
Contract: 8409
Prefix: 620-1083

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO. | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT** | State<br>Oregon |
| | | County<br>Lane |
| | | Project No.<br>I-5-3(108)175 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Cottage Grove, N. to Goshen (approximately 13.13 mi.)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-1-76 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 92.28%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 99,314 | $ 91,646 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Acting
Assistant State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator SEP 15 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

G - File ✓

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, September 3, 1976

Federal-aid Project
No. I-5-3(108)175

GOSHEN-COTTAGE GROVE SECTION
PACIFIC HIGHWAY
LANE COUNTY

Project Agreement Estimate

Type Code Y003
Roadside Improvement (Sta. 28+00 to Sta. 721+62)

| | | | | |
|---|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | | $ 4,000.00 |
| Temporary Signs | 365 | sq. yds. | 6.00 | 2,190.00 |
| Flagmen | 40 | hrs. | 14.00 | 560.00 |
| Furnishing and Placing Topsoil | 160 | cu. ft. | 8.00 | 1,280.00 |
| Furnishing and Planting Trees | 115 | only | 27.00 | 3,105.00 |
| Furnishing and Planting Shrubs | 13,490 | only | 4.80 | 64,752.00 |
| Planting State Furnished Roses | 1,433 | only | 1.50 | 2,149.50 |
| Furnishing and Planting Vines | 3,330 | only | 0.80 | 2,664.00 |
| Bark Mulch | 135 | unit | 45.00 | 6,075.00 |
| | | | | $86,775.50 |

Anticipated Items

| | | | | |
|---|---|---|---|---|
| State Furnished Roses | 1,433 | only | 2.45 | 3,510.85 |
| | Subtotal | | | $90,286.35 |
| | Engineering | | | 9,027.65 |
| | Total | | | $99,314.00 |

Length of Project 0.00 Mile

| | |
|---|---|
| Federal Funds | $91,646.00 |
| State Funds | 7,668.00 |
| Total | $99,314.00 |

Group 1 - 100%

Contract No. 8409

Prefix No. 620-1083

☆U.S. GOVERNMEN OFFIC 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
OSHD (Reg 3)
Wash DC (HHO-32)

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>5/8/78 | REPORT MADE BY<br>Vincent Tabor, Ass't Area Engineer | | PROJECT NO.<br>I-5-3(108)175 |
| COMPLETION DATE<br>12/16/76 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>1/16/78 | TIME ELAPSED<br>See below* % | CONTRACT TIME<br>See below* |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Interstate 5 - Cottage Grove, North to Goshen approximately 13.13 miles. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## GOSHEN-COTTAGE GROVE SECTION
## Roadside Improvements

This project provided for landscaping work on the subject Interstate Section.

Overall project costs were estimated at $103,378, and the final costs are estimated at $106,213 -- an overrun of approximately 2.70 percent. This was due to contract increases of bark mulch and shrubs, and engineering overrun of approximately 27 percent.

All supporting documentation has been received, acceptance was recommended 12/30/77, and formal acceptance is now in order.

*There was a fixed completion date of 12/31/76, and work was completed 12/16/76.

RECEIVED
STATE HWY ENGR
MAY 15 '78
REFER TO
FOR
Info Inves R/D D·R Sign Act File

[illegible]

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>5/11/78 | TITLE<br>Field Operations Engineer | DATE<br>5/12/78 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

84[illegible]

8

February 27, 1978

U.S. Fidelity and Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8409 awarded to Anderson's Erosion Control for roadside improvement on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County was completed on December 16, 1976, and accepted by the State Highway Engineer on February 16, 1978.

Final payment in the amount of $502.25 will be released to the contractor after March 6, 1978. The total contract amount is $91,867 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Anderson's Erosion Control
93914 Prairie Road
Junction City, OR 97448

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8409

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

REPORT NO. 23

| | | |
|---|---|---|
| SECTION: GOSHEN-COTTAGE GROVE | | WEEK ENDING: JANUARY 21,1978 |
| | | SECTION PREFIX: 620-1083 |
| HIGHWAY: PACIFIC | | COUNTY: LANE |
| NAME OF JOB: GOSHEN - COTTAGE GROVE | KIND OF WORK: ROADSIDE IMPROVEMENT | |
| CONTRACTOR: ANDERSON'S EROSION CONTROL | CONTRACT NUMBER: 8409 | FEDERAL AID PROJECT NUMBER: I-5-3(108)175 |
| DATE OF CONTRACT: AUGUST 6, 1976 | DATE WORK STARTED: SEPTEMBER 2,1976 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 | SPECIFIED WORK DAYS: | WORK DAYS USED: |
| MEN: 0 SUPERVISION: 0 | SPECIFIED CALENDAR DAYS: | CALENDAR DAYS USED: |
| PROJECT AUTHORIZATION: $ 103377.88 | SPECIFIED COMPLETION DATE: DECEMBER 31, 1976 | PERCENT OF TIME ELAPSED: 95.9% |
| EXCLUSIVE OF ENGINEERING: $ 94349.24 | ENGINEERING AUTHORIZATION: $ 9028.64 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0% |
| | THIS WEEK 0.0 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 94710.62 | ENGINEERING COST TO DATE: $ 11227.59 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.4% |
| ESTIMATED PERCENT: OVERRUN 0.4 % | PERCENT OF AUTHORIZATION: 124.4 % | DATE PROJECT WAS COMPLETED: DECEMBER 16,1976 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE ~~(STRUCTURES)~~

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ITEM ~~BRIDGE~~ NO. | TOP SOIL | TREES | SHRUBS | VINES | BARK MULCH | | | |
| PERCENT | 100.%* | 100.%* | 100.%* | 100.%* | 100.% | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | Project work complete. |
| MONDAY | RAIN | | | |
| TUESDAY | RAIN | | | |
| WEDNESDAY | RAIN | | | |
| THURSDAY | RAIN | | | |
| FRIDAY | SHOWERS | | | |
| SATURDAY | | | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| **SUNDAY** | Goshen-Cottage Grove - for week of January 15 thru 21, 1978. |
| **MONDAY** | No activity this week. |
| **TUESDAY** | |
| **WEDNESDAY** | |
| **THURSDAY** | |
| **FRIDAY** | |
| **SATURDAY** | |

## REMARKS

This week: No activity. Project work complete.

Next week: No activity planned.

Note: Semi-final will be submitted by January 30, 1978.

SIGNED Ellis H Jones LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 19, 1976

Mrs. Lois G. Foy
725 Merrie Drive
Corvallis, Oregon 97330

Dear Mrs. Foy:

The State Highway Division is responsible for the design and contracting of the landscaping along the freeway.

The landscaping is designed by licensed landscape architects and is reviewed by the Federal Highway Administration. Competitive bids on the work are taken from qualified contractors.

The designs are based upon past results in Oregon and other states, landscape standards and practices generally accepted by the landscape industry and professional judgement.

The built-up berms you mentioned are planted with vines such as state hybrid bearberry, bearberry or English ivy spaced two feet apart, or shrubs such as tamarix savin junipers spaced five feet apart.

Berms are planted to achieve complete coverage to minimize weed growth and maintenance costs.

I have sent a copy of your letter to the Highway Division and their landscape architects are reviewing your comments.

Sincerely,

Governor

RWS:cl

cy Hunter
Schroeder
Westing
Keasey
Fredrickson
Shirley

COPY

NOV 5 1976

Nov 4 1976
transportation

Dear Governor Straub -

I was listening to you on T.V. Unite - speaking about the loss of revenue since the gas tax was defeated - (I couldn't believe it was defeated) However - you spoke of cutting down in certain areas such as landscaping along the highways - which led me to write and ask who is responsible for the landscaping plants which are being put in on I-5 between Corvallis and Roseburg.

We drove to Roseburg last week end and observed dozens of places where they are planting.

I work with plants and landscaping all

11/10
ESH
a/D

the time and was
aghast at the number
of plants they are
putting in!

In sections all along the
way - there were burms
built up and 4 rows
of plants on each one
and in each row
plants - looked about
24" apart - There
is no need to overplant -
as by the time those
grow for a year or two -
they will be crowding
each other out -

It makes one wonder
if some landscape company
has an "in" with the
party responsible for
ordering shrubbery -

I should think it would be wise to check this out – Plants aren't very cheap – plus taking four times as many man-hours to plant excessively.

We have a nursery here who also puts in four plants when one would be correct – of course they get double work – because they get to come back again when they over crowd & start dying out.

I sincerely believe a large amount of money could be saved – by a more prudent & sensible plan.

Sincerely yours,
Mrs Lois G Foy
125 Merrie Dr.
Corvallis, Oreg.

3409 1-5

Salem, Oregon
October 25, 1976

TLS

Thomas L. Savage
Landscape Engineer

Ellis Jones
Resident Engineer

Goshen-Cottage Grove
Roadside Improvement
Shrub Prices
Pacific Highway

The following are the prices you requested for the shrubs listed on the project. They are based on current wholesale nursery catalog prices:

| COMMON NAME | SIZE | COST |
|---|---|---|
| Siberian Dogwood | 18"-24" | $1.25 |
| Redosier Dogwood | 18"-24" | $1.25 |
| Tamarix Juniper | 12"-15" | $2.15 |
| Waukegan Juniper | 15"-18" | $3.00 |
| Oregon Grape | 15"-18" | $3.80 |
| Frazer Photinia | 24"-30" | $4.00 |
| Japanese Rose | 3'-4' | $2.50 |
| Mugho Pine | 15"-18" | $5.00 |

TLS:az

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 26 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To________
Bring Up___/___/___
Other________

8409 1-5

October 19, 1976

Morris Vanmeter
Vanmeter Nursery
18221 S.E. Richey Road

Dear Mr. Vanmeter:

The contractor on our Goshen-Cottage Grove roadside improvement project, has informed us that he will be ready to take delivery of 1433 Multiflora Roses on or shortly after Monday, October 25th.

The contractor, Anderson's erosion control, has been instructed that the roses can be picked up at your nursery. Please contact me and let me know if you have any questions concerning this.

Very truly yours,

Thomas L. Savage

Thomas L. Savage
Landscape Engineer

TLS:az
cc: A. E. Shirley
Ellis Jones

1 Versteeg ✓
2 Olson ale
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
OCT 19 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

## LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: I-5-3(108)175

COUNTY NAME: Goshen-Cottage Grove Lane

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: I-854

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
[illegible]
FOR

DATE PS&E APPROVED: 7-7-76

DATE AUTHORIZATION EFFECTIVE: 7-7-76

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Primary Route 1

GENERAL LOCATION: I-5 Cottage Grove north to Goshen

GENERAL DESCRIPTION OF WORK: Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
State furnished roses $3,510.85

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 6-1-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 7-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $108,318 - Federal funds $99,955.

A signed copy of the Title sheet is returned herewith.

DATE: 7-7-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-655

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 15, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-3(108)175
Goshen-Cottage Grove Section
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

This will confirm verbal authorization of Mr. Glenn Hossner this date in the transfer of contract-grown Japanese roses from the Woodburn-Hayesville Section (I-5-5(65)260) to the subject project as requested in Mr. Versteeg's June 7 letter.

G K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 17 '76
REFER TO
Versteeg
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

Noted

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 7, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention: Glenn Hossner

Gentlemen:

Re: Contract Grown Roses
Woodburn-Hayesville Int. Section
I-5

We propose to transfer 1,433 of the contract grown Japanese Rose from the Woodburn-Hayesville Project to the Goshen-Cottage Grove Roadside Improvement Project. These 1,433 roses are in excess of the needs for the current Woodburn-Hayesville landscaping project. With your concurrence the roses will be shown as state furnished on the Goshen-Cottage Grove Project.

Very truly yours,

RIGINAL SIGNED BY
J. H. VERST

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: E. S. Hunter

Form 81-734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-5-3(108)175

STATE PROJECT NO.
Goshen-Cottage Grove

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

I-854

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6/1/76

FEDERAL ROUTE NUMBER
Interstate Route 5

STATE ROUTE NUMBER
Pacific Highway Primary Route 1

GENERAL LOCATION:
I-5-Cottage Grove north to Goshen

GENERAL DESCRIPTION OF WORK:
Landscaping (miles 0.0 Code Y003)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK AS CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program Approval
(TEC $45,020, Federal funds $41,540.)

☐ [illegible] RIGHT-OF-WAY
☐ [illegible] ADVERTISE FOR RECEIPT OF BIDS
☐ [illegible] PROCEED ON AN AGREED PRICE AND [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/19/76 letter I approve the subject project for inclusion in the Federal-aid program.

RECEIVED
STATE HWY ENGR
JUN 11'76
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | 4 | |

DATE
6/1/76

SIGNATURE OF APPROVING OFFICIAL
G K Hoover

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-455

PRO 6-2

May 19, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(108)175

We are submitting program data for one project, Item No. 854, Project No. I-5-3(108)175, "Goshen-Cottage Grove Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intention to receive bids for this project on June 24, 1976.

DRB:re

Enclosures

cc: Alfred Shirley, Jr. (Region 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

# FEDERAL - AID PROGRAM DATA

May 19, 1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>I-5, Cottage Grove, N. to Goshen<br>21 65 | ADT | PRESENT<br>18,350 | FUTURE<br>31,000<br>(66) (70) | YEAR<br>96<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Landscaping<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>I-<br>14 23 | NUMBER<br>5-3<br>7 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Interstate | COUNTY NAME<br>Lane | | | CODE<br>03<br>(14) |
| | NAME OF URBAN AREA<br>17-31 Cottage Grove | ROUTE NO. I | FEDERAL-AID<br>I-5<br>(32) | STATE<br>1<br>(36) | U.S.<br>(37) I-5 |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | I-5, Cottage Grove, N. to Goshen (approx. 11.77 mi.) | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>Y003 | | "Goshen-Cottage Grove Section" | 0.0 | 45,020 | 41,540 | 3,480 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>DRH | PROJECT TOTALS | 0.0 | 45,020<br>(18) (23) | 41,540<br>(24) (33) | 3,480 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS<br>Additional Data: Item No. 822; P<br>1 | |

-OVER-

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

May 19, 1976

| N (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| Grove, N. to Goshen 68 | | 18,350 | 31,000 (66) (70) | 96 (71) (72) | 10 | Oregon | 41 (2) (3) | 042 (4) (9) | 854 (14) (18) |

| ller | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PREFIX LETTER(S) | NUMBER | SEQ. NO. | POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 | (63) (65) | (66) (68) | (69) | (70) | (71) | (72) (73) | (74) (75) | I- 14 23 | 5-3 7 | (108) 13 | 175 (24) (26) | 27 |

PROJECT NUMBER

I. Projects Only

| | | | | | |
|---|---|---|---|---|---|
| Interstate | COUNTY NAME | Lane | CODE 039 (14) (16) | PROGRAM STAGE | |
| Cottage Grove | ROUTE NO. I | FEDERAL-AID I-5 (32) | STATE 1 (36) | U.S. I-5 (37) (41) | ☐ 1 OR ☒ 2 |

ESTIMATED PROJECT COST BY PHASES

| TEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | I-5, Cottage Grove, N. to Goshen (approx. 11.77 mi.)<br>"Goshen-Cottage Grove Section" | (54) (58)<br>0.0 | (59) (66)<br>45,020 | (67) (76)<br>41,540 | 3,480 | | ROW-250' normal;<br>Access control-full;<br>Parking restrictions-complete. |
| DRH | PROJECT TOTALS | 0.0 | 45,020<br>(18) (23) | 41,540<br>(24) (32) | 3,480 | | |

REMARKS

Additional Data: Item No. 822; Project No. I-5-3(103) 175.

-OVER-

GOSHEN-COTTAGE GROVE SECTION
PROJECT NO. I-5-3(108)175

Remarks-Continued

Information for PR-37B: ROW-1; ROW-F; Sanitary Facilities-N

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines and incidental work (e.g., placing soil conditioner, fertilizer, furnishing and placing bark mulch, etc.) common to this type of project.

Requirements of IM 50-1-70; FHPM 7-7-2; FHPM 7-7-5: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The work is necessary to conceal the construction scars caused by the safety work accomplished under Project I-5-3(103). The cited requirements were compiled with under the preceding named project.

Note: This project is in Congressional District No. 4.

8410 Beltline Rd. @ Coburg Rd. 1976
(Eugene) Sec.
(Grade,pave,struct.,sign & sig.) #2

C & A 5288 5-5-75
10-22-75

**OREGON STATE**
**HIGHWAY DIVISION**

FORM 81-734-1150

# HIGHWAY DIVISION INVOICE

NO. 130741

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9-15-80 | CC 2070 | | 320-1084-297 $35,434.51 |

LANEDPW

Lane County
3040 N. Delta Highway
Eugene, OR 97401

Attn: George Price, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
**OREGON STATE HIGHWAY DIVISION**
**TRANSPORTATION BUILDING**
**SALEM, OREGON 97310**

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement:<br>Federal Aid Urban Project No. M-1035(1)<br>Beltline Road @ Coburg Road<br>Lane County<br>Covered by Agreements dated 4/28/75 & 10/20/75<br>Contract No. 8410 | | | |
| TOTAL COST | | | $1,282,207.23 |
| Less Federal Funds | | | 819,000.00 |
| Less State Share | | | 67,772.72 |
| County Share | | | 395,434.51 |
| County Advance Deposit | | | 390,000.00 |
| (Attach Itemized Statement to Invoice) | | | |
| AMOUNT DUE<br>FINAL | | | $5,434.51 |
| | | | G |

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

**(OR ADVICE OF CASH TRANSACTION)**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION | |
|---|---|---|---|---|
| 9-15-80 | CC 2070 | | 320-1084-297 | $35,434.51 |

**BILL TO:** Code:

Lane County
3040 N. Delta Highway
Eugene, Oregon 97401

Attn: George Price, County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement:<br>Federal Aid Urban Project No. M-1035(1)<br>Beltline Road @ Coburg Road<br>Lane County<br>Covered by Agreements dated 4/28/75 & 10/20/75<br>Contract No. 8410 | | | |
| TOTAL COST | | | $1,282,207.23 |
| Less Federal Funds | | | 819,000.00 |
| Less State Share | | | 67,772.72 |
| County Share | | | 395,434.51 |
| County Advance Deposit | | | 390,000.00 |
| (Attach Itemized Statement to Invoice) | | | |

Advance Deposit Amount ............ $ 390,000.00

Advance Deposit Previously Transferred to Highway Fund ............ $ 360,000.00

Balance ............ $ 30,000.00

Transfer to Highway Fund ............ $ 30,000.00

Refund Due ............ $ - - -

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1646

Amount Due . . . . . . $ 5,434.51

Submitted by:

Gary E. Zehner

Gary E. Zehner

Approved:

D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** September 15, 1980

COUNTY LANE **Contract No.** 8410 **Date Completed** 7-13-78

**PROJECT #** M-1035(1) **Section** Beltline Road @ Coburg Road

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| Contract Payment | $1,251,956.70 |
| SFO #1 Furnish Temp Signal Material | 5,174.13 |
| Construction Engineering | 25,750.88 |
| Liquidated Damages | (800.00) |
| E.E.O. Expense | 77.19 |
| Interest | 48.33 |
| TOTAL COST | $1,282,207.23 |
| Federal Funds | 819,000.00 |
| BALANCE | $ 463,207.23 |
| State Share:<br>($819,000 ÷ 85.8%) x 7.1% = | $ 67,772.72 |
| County Share:<br>$463,207.23 - $67,772.72 = | $ 395,434.51 |

**Reference: Billing Form** CC 2070

FORM 734-1745

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER PERIOD
FROM 7-7-76
TO 2-22-80

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS
X
☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
LANE CO
M-1036(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $1,282,178.50 | $954,545.45 | 85.80% | $819,000.00 | $819,000.00 | $ 0.00 |

| RECEIVED DIVISION OFFICE | DIVISION OFFICE REVIEW MADE | PASSED FOR PAYMENT |
|---|---|---|
| BY Oregon DATE | BY DATE 7/7/80 | V.E. Skoog, Controller BY DATE |

REMARKS

CC-2070 9-15-80
✓

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

320-1084 ✓

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Beltline Rd. @ Coburg Rd. (Eugene) Section<br>Lane County | | | | | |
| | Construction<br>Type Code 6201<br>Roadway (Sta. 248+00 To Sta. 328+00) | | | | | |
| | Formal Contract Payments | Lump Sum | | | $ 425,619.34 | |
| | Signing | | | | | |
| | Formal Contract Payments | Lump Sum | | | 48,500.00 | |
| | Signalization | | | | | |
| | Formal Contract Payments | Lump Sum | | | 40,715.00 | |
| SFO | #1 Furnish Materials for Temp.Signals<br>State | All Required | | | 2,217.23 | |
| | Landscaping | | | | | |
| | Formal Contract Payments | Lump Sum | | | 44,309.36 | |
| | Type Code X281<br>Coburg Rd. O'Xing (Br. No. 16267)<br>(Sta. 290+04.26 To Sta. 291+24.26) | | | | | |
| | Formal Contmact Payment | Lump Sum | | | $ 369,227.63 | |
| | Total Participating Construction | | | | $ 930,588.56 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | $ 24,467.62 | |
| | Test Traffic Signal Controller | All Required | | | 812.08 | |
| | Liquidated Damages | Lump Sum | | | (1,400.00) | |
| | Total Construction Engineering | | | | $ 23,879.70 | |
| | Misc. Project Costs | | | | | |
| | E.E.O. | All Required | | | 77.19 | |
| | Total Participating Costs | | | | $ 954,545.45 | |
| | Nonparticipating Costs | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $ 323,585.37 | |
| | Interest paid to Contractor | All Required | | | 48.33 | |
| SFO | #1 | All Required | | | 2,956.90 | |
| | Construction Engineering | All Required | | | 442.48 | |
| | Liquidated Damages Time Extension | Lump Sum | | | 600.00 | |
| | Total Nonparticipating Costs | | | | $ 327,633.08 | |
| | Total Project Costs | | | | $1,282,178.53 | |
| | Prepared based on Participating costs as shown on Federal Billing as of 7/10/80 | | | | | |
| | AMOUNT CARRIED FORWARD .... | | | | | |

GPO 944 892

```
                               320   1073    276    03 P 1                                                   33,[illegible].00    76   77
                               320   1073    295    00 N 9                                                  126,629.49CR          76   80
                               320   1073    298    00 N 9                                                  110,6[illegible].43   76   80
                               320   1073    299    00 N 9                                                   16,[illegible].00    76   76
                               320   1073    900    00 P 1                                                   15,1[illegible]5.00  75   78
                               320   1073    900    00 N 1                                                      [illegible]       75   78
                               320   1073    900    01 P 1                                                    2,[illegible]9.43   76   77
                               320   1073    915    00 P 1                                                      576.79            76   80
                                             TOT       P1                                                   141,[illegible]3.01
                                             TOT       N1                                                     3,2[illegible] 24CR
                                          ** JOB TOTALS **                 **                    **         138,192.77   **

BELTLINE RD-COBURG RD      CONT NO 8410 * FA PROJ NOS M    035001 100                                                       STATE
                               320   1074    201    00 P 1 Cont.  319,310.24CR       319,310.24CR           [illegible]1.73       76   80
                               320   1074    201    00 N 1        319,310.74         319,310.74             323,[illegible]       78   80
                               320   1074    203    00 P 1 Cr Liq Dam                                        [illegible]CR        77   78
                               320   1074    203    00 N 1                                                   [illegible]          77   77
                               320   1074    [illegible] 00 N 1 T.F.                                         [illegible]          79   79
                               320   1074    210    01 P 1 SFO#1    3,411.94           3,411.94               3,017.23            80   80
                               320   1074    210    01 N 1 "        1,[illegible]CR    1,[illegible]CR        2,966.90            77   80
                               320   1074    270    01 P 1          1,[illegible]CR    1,[illegible]CR                            77   80
                               320   1074    270    02 P 1            337.00CR           337.00CR                                 77   80
                               320   1074    [illegible] 00 N 9 T. St.                                       1,[illegible]CR      76   80
                               320   1074    297    00 N 9 Co.                                               [illegible]          76   76
                               320   1074    213    00 N 9 Fed                                               [illegible]          76   80
                               320   1074    900    00 P 1 Const Engr                                        2[illegible]         76   80
                               320   1074    900    00 N 1             38.70              38.70              [illegible]          76   80
                               320   1074    900    02 P 1                                                   [illegible]          77   77
                               320   1074    915    00 P 1 EEO                                               [illegible].19       76   77
                                             TOT       P1         316,073.[illegible]CR  [illegible]         [illegible]
                                             TOT       N1         318,101.[illegible]    [illegible]         [illegible]
                                          ** JOB TOTALS **             38.70   **         38.70   **         [illegible]   **

S 2ND RD CITY OF SPRINGFIELD  CONT NO        FA PROJ NOS SES [illegible] 100                                               STATE
                               320   1086    305    01 N 1                                                    5,425.95CR          76   78


TOTAL TO DATE JOB COST SUMMARY                                                       JULY 1980          PAGE  153

                                                                                     FISCAL             GRAND TOTAL          ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR   CURRENT MONTH      YEAR TO DATE       TO DATE              BEG  END
                               320   1086    [illegible] 00 P 1                                      [illegible].96              [illegible] 80
                               320   1086    295    00 N 9                                            2,[illegible].00           79   79
                               320   1086    296    00 N 9        11.55CR            11.55CR         87,753.51CR                 76   80
                               320   1086    298    00 N 9        11.55              11.55           85,453.51                   76   80
                               320   1086    900    00 P 1                                                 .11                   77   77
                               320   1086    900    00 N 1                                                5.63                   80   80
                               320   1086    915    00 P 1                                              67[illegible].42         [illegible] 80
                               320   1086    920    00 P 1                                               14.35                   80   80
                                             TOT       P1                                            94,948.34
                                             TOI       N1                                             9,[illegible].36CR
                                          ** JOB TOTALS **                 **                 **     [illegible]   **
```

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

COPY

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>2/19/80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer<br>~~Original Signed By WILLIAM H. [illegible] Area Engineer~~ | | PROJECT NO.<br>M-1035(1) |
| COMPLETION DATE<br>6/28/78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>4/14/79 | TIME ELAPSED<br>105* % | CONTRACT TIME<br>100 |
| APPROVED EXTENSIONS<br>16 days | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
[illegible]
FOR

| Info | Inves | R/C | ?/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BELTLINE ROAD @ COBERG ROAD (Eugene)
FAU 1035
Grading, Paving & Structure

Description:

This project provided for a grade separation structure between Beltline Road and Cobert Road.

Time:

The contractor overran time 17 days on Phase A and 10 days on Phase B. Time extensions of 6 and 10 days were granted for phases A & B respectfully. Eleven days liquidated damages @ $100/day were charged.

General:

The RE advised 1/1/79 that the minor work mentioned in the final inspection report #1 had been completed.

COPY SENT
[illegible]

*NOTE: Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original Signed by<br>T. P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>2/22/80 | TITLE<br>Field Operations Engineer | DATE<br>2/22/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

5710

FORM 81-731-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 25, 1979

**FILE:**

MDGlenn

**FROM:** M. D. Glenn
Quality Control Engineer

**TO:** MEMO TO THE FILE

**SUBJECT:** Beltline Rd. - Colburg Rd.
FAP No. M(1035)1
Contract No. 8410
Recomputed Price Adjustment
for Non-Spec A.C. Mixture

The price adjustment for non-spec Class "C" A.C. mixture has been recomputed in accordance with our March, 1978 agreement with FHWA.

| Bid Item | Amount P.A. #12 | Recomputed Amount |
|---|---|---|
| #15 Class "B" or "C" A.C. Mixture | $980.00 | $1,159.26 |

The difference in amounts is $179.26. The amount to be credited to the project on a nonparticipating basis is $89.63.

MDG:lt

cc: H. S. Coulter ✓
FHWA/att.
Alfred Shirley
Ellis Jones
George Price (Lane County)
Bob Church/att.
John Jenkins
Jim Kinns
Test File

RECEIVED
STATE HWY ENGR
JUN 26 '79
REFER TO
FOR

| Info | Inves | R/D | D.R. | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

April 4, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8410 awarded to Morse Bros., Inc., for work on Beltline Road at Coburg Road in Eugene, Lane County, was completed on June 28, 1978, and accepted by the State Highway Engineer on April 4, 1979.

Final payment in the amount of $2,500 will be released to the contractor after April 9, 1979. The total contract amount is $1,251,156.70 including $6,730.73 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

Lane ~~[illegible]~~ file

lane county

# LANE COUNTY DEPARTMENT OF TRANSPORTATION

## NARRATIVE REPORT

SECTION: Beltline Road - Coburg Road

HIGHWAY: Beltline Road

PROJECT: Grading, Paving, Structure, Signing, Signals, Landscaping

CONTRACTOR: Morse Brothers Inc.

F.A. PROJECT NO: M1035(1)

PREFIX: 320-1084

CONTRACT NO: 8410

RESIDENT ENGINEER: George Price

YEAR: 1977-1978

RECEIVED
JAN 19 1979
ENGINEERING SECTION

___ Versteeg ___
I Christensen Doc
___ George ___
___ Olson ___
___ Turpin ___
___ Sullivan Copy
___ Scott ___
___ Anderson ___

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

# BELTLINE ROAD-COBURG ROAD
## NARRATIVE REPORT

This project consisted of constructing the grading, paving, structure, signing, signals and landscaping of the Beltline Road-Coburg Road interchange in Eugene, Oregon.

The contract was to be completed in two (2) stages, with the ramps being partially constructed, under StageI, and used as detour's while the structure was being built. This work was to be completed by October 31, 1976. The specified completion date for the entire contract was October 31, 1977.

Morse Brothers Inc., of Lebanon, Oregon was awarded the contract on August 27, 1976. Work commenced on September 29, 1976 with the installation of temporary signs and grading of the S.W. ramp.

Stage one construction proceeded with the installation of culverts and grading of the ramps. Ramp paving was begun on November 8, 1976 and traffic was detoured on November 30, 1976. The installation of guardrail and temporary traffic signals was completed with a minimum of problems during this period. Temporary traffic signal equipment was obtained from the State of Oregon per the Special Provisions and State Force Order No. 1.

Extra Work Order No. 1 was initiated for the removal of approximately 1300 cubic yards of unsuitable subgrade on the NE and NW lines. The material excavated from these areas was previously dredged from a drainage channel project and would not attain the minimum subgrade compaction requirements in place.

Stage I construction, detour of traffic over the ramps, was to be completed by October 31, 1976. As noted, this work was completed on November 30, 1976. Due to the extra work removing the unsuitable foundation material and utility conflicts, a time extension was granted except for 8 calendar days.

Stage II construction, mainline embankment and structure, was begun on December 3, 1976. Delta Sand and Gravel, a sub-contractor, began placing embankment at the east end of the project and established grades for the structure at bent 2. Hamilton Construction began driving prestress piling at bent 2 on December 13, 1976. As the embankments were completed, the bar run material was placed to subgrade and the grading contractor suspended his operations until the following spring.

Hamilton construction continued to work on footings and abutments at bents 1 and 2 and were ready for beam erection by January 25, 1977. Box beams were delivered from Morse Brothers prestress plant and setting of the beams commenced February 1 and was completed 2 days later.

Construction of the abutment retaining walls was started to permit the placement of the special wall backfill and embankment around the structure abutments. Miscellaneous bridge work, beam grouting, finishing, curbs and transverse rods was completed during the month of February.

The retaining walls adjacent to Coburg Road were constructed and placement of the special wall backfill was begun. The structure work was completed by March 31, 1977.

A number of price agreements were initiated during the structure construction to define the pay limits for structure excavation and special wall backfill. Details in the project plans did not address the pay limits for these items.

Hamilton Construction also requested that they be allowed to close Coburg Road in lieu of detouring traffic around the construction site during the period of setting beams. Assurances were received from the contractor that a maximum 10 minute delay would be required. A Price Agreement was initiated to document the change in specifications.

Due to the warm weather during the late winter and early spring months, Delta Sand and Gravel resumed placing embankment material around the structure and began finishing roadbeds and slopes.

By late April, Clarke Electric, the traffic signal contractor began constructing the permanent signals. Sidewalks and curbs were being installed by Walts Concrete as slopes were completed by the grading contractor.

During June, Delta Sand and Gravel began placing topsoil and 1 1/2-0 aggregate base on the mainline alignment. Morse Brothers began preparing the structure for the asphalt rubber chip seal, which was placed by J.W.J. Contractors.

Morse Brothers began paving in late July and completed the mainline, east bound on August 2, 1977, and traffic was shifted off the detour on August 4. West bound paving was completed August 8 and all detour traffic was placed on the mainline.

Paving on the ramps and Coburg Road were completed on August 15, 1977. Coral Corporation proceeded to work on completing the guard rail and median barrier installations, and Walts concrete completed placing concrete for sidewalks.

By the first of September all work was complete except for landscaping, traffic signals, sign illumination, and shoulder rock. Traffic signals were completed on September 20, 1977 and were placed in operation using the detector loops.

Anderson Erosion Control began planting shrubs on September 20, 1977. Landscape planting, bark mulch, and seeding and mulching was completed by October 26, 1977.

The project was placed on a work suspension on October 26, 1976 due to a City of Eugene Sewer Construction conflict with the landscaping.

Contract Landscape work resumed on March 27, 1978 and was completed by April 4, 1978.

Due to heavy winter rains, severe erosion along the mainline ramps destroyed much of the landscaping. Morse Bros. and Anderson Erosion Control agreed to make the repairs to the slopes and landscaping under this contract. Restoration work was begun on November 30, 1977 and was completed by June 28, 1978.

Plant replacements and the establishment period was completed on November 21, 1978.

## LANE COUNTY DEPARTMENT OF TRANSPORTATION

## Statement of Overruns and Underruns

BELTLINE ROAD - COBURG ROAD

CONTRACT NO: 8410

Highway: FAU-1035

County: Lane

Prefix: 320-1084

| | Original Authorization | Semi-Final Estimate | Overrun or Underrun |
|---|---|---|---|
| Contract Amount | 1,263,501.60 | 1,240,747.75 | -1.8% |
| Additional Anticipated Items | 3,350.00 | 1,044.00 | -31.2% |
| Contingencies | 57,008.32 | 11,869.73 | -20.8% |
| Engineering | 101,348.13 | 101,348.13 | -0- |
| Additional Authorization | 0 | 0 | -0- |
| | $1,425,208.05 | $1,355,009.61 | -4.9% |

| ITEM | AUTHORIZED | FINAL QUANTITIES | %OVER or UNDER |
|---|---|---|---|
| 1. Mobilization | Lump Sum | 100% | -0- |
| 2. Temporary Protection and Direction of Traffic | Lump Sum | 100% | -0- |
| 3. Clearing and Grubbing | Lump Sum | 100% | -0- |
| 4. Removal of Structures and Obstructions | Lump Sum | 100% | -0- |
| 5. Removal of Pavement | 2800 S.Y. | 2721.0 | -2.9% |
| 6. Ditch Excavation<br>Ditch Excavation was deleted from this contract as all work was completed by another contractor installing a water main. | 15 C.Y. | 0 | -100.% |
| 7. Embankment in Place | 111,850 C.Y. | 111,703.63 | -0.1% |
| 8. Fill and Plug Abandoned Pipe | Lump Sum | 100% | -0- |
| 9. Trench Excavation | 680 C.Y. | 739.77 | +8.8% |
| 10. Finishing Roadbed and Slopes | Lump Sum | 100% | -0- |
| 11. Furnishing and Placing Topsoil<br>The utilization of native material along the SW,SE, and NW ramps permitted the deletion of the topsoil. | 87.50 C.Y. | 6016.5 | -31.2% |
| 12. Watering<br>This quantity is all that was required to complete the specified work. | 760 M-Gal | 645.09 | -15.1% |
| 13. 3/4-0 Aggregate Base<br>Additional base rock was necessary to complete the stage construction of the interchange ramps. Price Agreement No. 9 was initiated to increase the project quantity. | 4350 Tons | 5404.35 | +24.2% |
| 14. 1 1/2-0 Aggregate Base | 32,600 Tons | 33,417.95 | +2.5% |
| 15. Class B or C Asphalt Concrete<br>This quantity is all that was required to complete the project. | 12,700 Tons | 12,148.35 | -4.3% |
| 16. Asphalt Rubber Chip Seal | 1120 S.Y. | 1138.7 | +1.7% |
| 17. 10 inch Culvert Pipe | 505 Lin.ft. | 510 | +1.0% |
| 18. 12 inch Culvert Pipe<br>All required to complete project | 189 Lin.ft. | 227 | +20.1% |
| 19. 18 inch Culvert Pipe | 206 Lin.ft. | 215 | +4.4% |
| 20. 24 inch Culvert Pipe<br>All required to complete project. | 128 Lin.ft. | 143 | +11.7% |

| | | | | |
|---|---|---|---|---|
| 21. | 30 inch Culvert Pipe | 110 Lin.ft. | 120 | +9.1% |
| 22. | 36 inch Culvert Pipe | 150 Lin.ft. | 152 | + |
| 23. | 60 inch Culvert Pipe | 12 Lin.ft. | 12 | -0- |
| 24. | Extra for pipe under Pavement | 58 Lin.ft. | 58 | -0- |
| 25. | Pipe cut-in 12"-66" | 3 ea. | 3 | -0- |
| 26. | Pipe cut-in 18"-60" | 1 ea. | 1 | -0- |
| 27. | Concrete Manholes | 5 ea. | 5 | -0- |
| 28. | Concrete Inlets, type CG-3 | 7 ea. | 7 | -0- |
| 29. | Concrete Inlets, type M-E | 5 ea. | 5 | -0- |
| 30. | Guard Rail, type 2A | 4950 Lin.ft. | 4966 | +0.3% |
| 31. | Guard Rail, Type 3 | 50 Lin.ft. | 50 | -0- |
| 32. | Guard Rail, Anchor, Type I<br>It was found that the bid quantity was in error. Only 6 anchors were required to complete the project installations. | 8 ea. | 6 | -25% |
| 33. | Guard Rail Anchors Type II<br>The origional bid quantity was in error and an extra anchor was required. | 9 ea. | 10 | +11.1% |
| 34. | Rail end Pieces Type A | 8 ea | 8 ea | -0- |
| 35. | Rail End Pieces Type C<br>The origional bid quantity was in error. | 7 ea | 6 | -14.3% |
| 36. | Metal Median Barrier Connection<br>The metal median barrier connections were deleted from the contract by Price Agreement No. 10. | 2 ea | 0 | -100% |
| 37. | Concrete Walks | 894 S.Y. | 860.97 | -3.8% |
| 38. | Concrete Curbs | 1260 Lin.ft. | 1262.9 | +0.2% |
| 39. | Concrete Barrier | 3700 Lin.ft. | 3635 | -1.8 |
| 40. | Paved Culvert End Slopes<br>The final quantity is the total required to complete the specified work. | 380 Sq.ft. | 250 | -34.2% |
| 41. | Loose Rip Rap Class 100 | 43 Tons | 42.47 | -1.2% |
| 42. | Salvaging Metal Median Barrier | 2700 Lin.Ft. | 2675 | -0.9% |
| 43. | Adjust Manholes | 6 ea. | 6 | -0- |

| | | | | |
|---|---|---|---|---|
| 44. | Reconstruct Concrete Manholes | 2 ea | 2ea | -0- |
| 45. | Abandon Manholes | 3 ea | 3 | -0- |
| 46. | Abandon Catch Basin | 4 ea | 4 | -0- |
| 47. | Structure Excavation<br>Due to the contractors method of construction, this item was significantly reduced. Price Agreement No. 4 was initiated to document the reduction | 720 C.Y. | 42.70 | -94.1% |
| 48. | Structure Excavation For Retaining Walls<br>The contractors staged construction permitted this item to be significantly reduced. Price Agreement No.5 was initiated to document the reduction. | 150 C.Yd. | 93.10 | -37.9% |
| 49. | Special Wall Backfill<br>An omission in the plans did not adequatly define the limits of the special backfill material. Price Agreement 6 was initiated to define the pay limits and quantity. | 450 C.Y. | 742.98 | +65.1% |
| 50. | Furnish Pile Driving Equipment | Lump Sum | 100% | -0- |
| 51. | Furnish 14 inch Prestress Piling | 3192 Lin.ft. | 3192 | -0- |
| 52. | Drive Prestressed concrete Piles<br>The final quantity was all that was required to complete the pile bents. Price Agreement No.2 was initiated to document a change in the driving specifications. | 3000 Lin.ft. | 2501 | -16.6% |
| 53. | Prestress Concrete Pile Extensions<br>None Required. | 100 Lin.ft. | -0- | -100% |
| 54. | Structural Concrete Class 3300 | Lump Sum | 100% | -0- |
| 55. | Concrete in Walls | 43 Cy.Yd. | 43.47 | -0- |
| 56. | 120'/125 Prestressed Box Beams | 22 ea | 22 | -0- |
| 57. | Reinforcement | Lump Sum | 100% | -0- |
| 58. | Reinforcement in Walls<br>Estimating quantity shown in the standard drawings for this type wall appears to be incomplete. Origional estimate was based on 11.4 lbs/ft. for reinforcing. | 3160 lbs. | 3884.08 | |
| 59. | Reinforced Concrete Bridge End Panels | 425 lbs. | 426.0 | -0- |
| 60. | Two Tube Metal Railin | 353 Lin.Ft. | 353.2 | -0- |
| 61. | Concrete Slope Paving | 250 Sq.yd. | 244.7 | -2.1 |
| 62. | Slope Paving curbs | 52 Lin.ft. | 50 | -3.8 |

| | | | | |
|---|---|---|---|---|
| 63. | 1½ inch Electrical Conduit | 530 Lin.ft. | 510 | |
| 64. | Sign Support Footings | Lump Sum | 100% | -0- |
| 65. | Breakaway Sign Post | Lump Sum | 100% | -0- |
| 66. | Structure Mounts | Lump Sum | 100% | -0- |
| 67. | Sign Bridge Structure Sta. 275 | Lump Sum | 100% | -0- |
| 68. | Sign Bridge Structure Sta. 303 | Lump Sum | 100% | -0- |
| 69. | Roadside Seeding and Mulching | 8 Acres | 6.04 | -24.5% |
| | The final quantity is the total required to complete the work. Due to a long delay from finishing slope and seeding many areas were seeded naturally. | | | |
| 70. | Furnishing and planting Cedrus Deodora | 3 ea | 3 | -0- |
| 71. | Furnishing and Planting Pinus Sylvestris | 17 ea | 17 | -0- |
| 72. | Furnish and Plant Pinus Sylvestris | 25 ea | 25 | -0- |
| 73. | Furnish and Plant Robur Fastigiat | 18 ea | -0- | -100% |
| | The trees specified under this item were unavailable and a substitute species was accepted by Price Agreement No. 11. | | | |
| 74. | Furnish and Plant Thuja Occid Pyramidal | 13 ea | 13 | -0- |
| 75. | Furnish and Plant Berberis Verruculosa | 113 ea | 124 | +9.7% |
| 76. | Furnishing and Planting Cytisus Praecox | 873 ea | 832 | -4.7% |
| 77. | Furnishing and Planting Chinensis Pfitz | 809 ea | 833 | +2.9% |
| 78. | Furnishing and Planting Juniperus Horizon Bar Har | 409 ea | 416 | +1.7% |
| 79. | Furnishing and Planting Myrica Californ | 23 ea | 23 | -0- |
| 80. | Furnishing and Planting Rhus Typhina | 172 ea | 156 | -9.3% |
| 81. | Furnishing and Planting State Hybrid | 2560 ea | 1925 | -24.8% |
| | The final quantity is all that was required to complete the plantings in the sesignated areas. | | | |

| | | | | |
|---|---|---|---|---|
| 82. | Furnishing and Planting Hedera Helix | 2750 | 2944 | +7.1% |
| 83. | Bark Mulch<br>All that was required to complete the specified work | 264 Units | 218 | -17.4% |
| 84. | Traffic Signal Installation | Lump Sum | 100% | -0- |
| PA# 1. | Relay Cabinent and Wiring | Lump Sum | 100% | -0- |
| PA# 2. | Document Specification change B.I. No. 52 | | | -0- |
| PA# 3. | Document Specification change in Traffic Closure hrs. | | | -0- |
| PA# 4. | Document Reduction of Structure Excavation B.I. No. 47 | | | -0- |
| PA# 5 | Document Reduction of Structure Excavation for Retaining Walls, B.I. No.48 | | | -0- |
| PA# 6 | Document increase of Special Wall backfill B.I.# 49 | | | -0- |
| PA# 7 | Document increase of Class B or C asphalt, B.I. No. 15. | | | -0- |
| PA# 8 | Wiring and Mounting Brackets | Lump Sum | 100% | -0- |
| PA# 9 | Document increase of 3/4-0 Aggregate Base B.I. No. 13 | | | -0- |
| PA# 10 | Document the Deletion of Median Barrier Connections, B.I.# 36 | | | -0- |
| PA# 11 | Item No.1: Document deletion of Querus Robur Fastigiat B.I.# 73 | | | -0- |
| | Item No.2: Add Populus Nigra Italica | 18 | 18 | -0- |
| PA# 12 | Penalty Cost Reduction Class C Asphalt | Lump Sum | 100% | -0- |
| PA# 13 | Slope Restoration | Lump Sum | 100% | -0- |
| SFO # 1 | Furnish Temporary Traffic Signal | $7,155.00 | $7,155.00 | -0- |

| | | | | |
|---|---|---|---|---|
| SFO # 2 | Test Signal Equipment | $750.00 | $750.00 | -0- |
| SFO # 3 | Slope Restoration (NP) | $955.00 | $955.00 | -0- |
| EWO # 1 | Remove Unsuitable Subgrade | $5044.96 | $6436.73 | +27.6% |
| EWO # 2 | On the Job Trainee | $1600.00 | $294.00 | -81.6% |

8410 9

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Beltline/Coburg Roads

WEEK ENDING: October 14, 1978 ?

SECTION PREFIX: 320-1084

HIGHWAY: FAU 1035

COUNTY: Lane

NAME OF JOB: Beltline/Coburg Roads

KIND OF WORK: grading, paving, signing, signals, structure

CONTRACTOR: Morse Brothers Inc.

CONTRACT NUMBER: 8410

FEDERAL AID PROJECT NUMBER: M1085

DATE OF CONTRACT: August 27, 1976'

DATE WORK STARTED: August 26, 1976

ESTIMATED COMPLETION DATE: June 1, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK 2

MEN 2 SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 417

CALENDAR DAYS USED 612

SPECIFIED COMPLETION DATE: A. October 31, 1976 B. October 31, 1977

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION: $ 1,425,208.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $ 1,323,859.92

ENGINEERING AUTHORIZATION $ 101,318.13

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.6%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,260,017.00

ENGINEERING COST TO DATE $ 129,600.83 OBEC 30,873.83

DATE PROJECT WAS COMPLETED: November 21, 1978

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 5 %

PERCENT OF AUTHORIZATION 158%

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | ~~MAT'L PROD~~ Med. Barrier | guardrail | Landscaping |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT |  |  |  |  |  |
| MILES PARTIALLY COMPLETED |  |  |  |  |  |
| MILES COMPLETED |  |  |  |  | 12700 Tons |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 111850 C.Y. | 36950 T. |  |  | 10977 |
| TOTAL QUANTITIES CORRECTED TO DATE | 111703 | 38682 |  |  | 10977 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 111703 | 38682 |  |  |  |
| AVERAGE DAILY QUANTITIES | 545 | 100 |  |  |  |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME |  |  |  |  |  |
| NUMBER OF SHIFTS PER DAY |  |  |  |  |  |
| HOURS PER SHIFT |  |  |  |  |  |

EQUIPMENT USED DURING THE WEEK:

1 - Pickup

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16267 |  |  |  |  |  |  |  |
| PERCENT | 100% |  |  |  |  |  |  |  |

|  | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 11-19 |  |  |  |  |
| MONDAY 20 | Overcast |  |  |  |
| TUESDAY 21 | Overcast |  |  |  |
| WEDNESDAY 22 |  |  |  |  |
| THURSDAY 23 |  |  |  |  |
| FRIDAY 24 |  |  |  |  |
| SATURDAY 25 |  |  |  |  |

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
JAN 15 1979
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 11-19 | |
| MONDAY 20 | No Activity |
| TUESDAY 21 | Anderson Erosion: completed tree and shrub replacements thru-out project. Project establishment completed this date. |
| WEDNESDAY 22 | |
| THURSDAY 23 | |
| FRIDAY 24 | |
| SATURDAY 11-25 | |

**REMARKS**

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
JAN 11 1979
NOTED
ABST INSP INSP D.M. FILES

Inspector: Carl Kliever

LAST REPORT

SIGNED ______ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8410

9

August 2, 1978

Morse Bros., Inc.
Post Office Box 7
Lebanon, OR 97355

Gentlemen:

We have carefully reviewed your request for a time extension on Contract No. 8410, Beltline Rd. @ Coburg Rd. (Eugene). A time extension is hereby granted changing the specified completion date on phase "b" of the project to a new date of June 28, 1978.

The extension of time is granted due to extra work performed. This eliminates the liquidated damages on phase "b" of the project. The eight days liquidated damages under phase "a" remain in effect.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
    C. T. Keasey
    Alfred Shirley, Jr.
    Ellis Jones
    Robert Church
    Richard Hacek

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 28, 1978

FILE: CON 5 #8410

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Beltline Rd. @ Coburg Rd. (Eugene)
Lane County
Contract No. 8410

Morse Bros., Inc., contractor on the subject project, requests an 84-day time extension for phase "b" of the project. The request is based on extra work performed. Some pertinent dates are:

| | |
|---|---|
| Award date | 8-27-76 |
| Work began | 9-28-76 |
| Stop work order | 10-24-77 |
| Specified completion (b) | 10-31-77 |
| Rescind stop work order | 3-29-78 |
| Revised completion date (b) | 4- 5-78 |
| Second notification (b) | 6-28-78 |

The contractor was issued a stop work order in order to allow the City of Eugene to install a sanitary sewer through a planting area. At this time all contract work was complete except for a small amount of landscape work. This was completed 4-4-78 still within the revised contract time.

Damage to fill slopes and landscaping due to winter rains resulted in extra work and delayed completion of the project. The repair work was not considered the responsibility of the contractor. Work was performed under a State Force Order and on extra work.

As all contract work had been completed within the specified time and any additional time in completing the contract was a result of extra work, the 84 days is recommended. This extends the specified completion date for phase "b" to June 28, 1978 and eliminates liquidated damages for this phase of the work. Eight days liquidated damages remain in effect for phase "a".

A rough draft letter to Morse Bros., Inc. is attached.

OBJ:fr

Att.

cc: Alfred Shirley, Jr.
Ellis Jones
Robert Church

RECEIVED
TECHNICAL SERVICES
AUG 1 '78
REFER TO
FOR

| Info | [illegible] | R/D | O/R | [illegible] | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

E-320 (Rev 3-72)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 24, 1978

Gentlemen:

We, the undersigned, respectfully request an extension of time from October 31, 1977 to June 30, 1978, within which to complete our Contract No. 8410, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Lane County suspended work on October 24, 1977 to accomodate other work in the area. The suspension was not resinded until March 29, 1978.

Lane County has also asked for additional work in repairing damage to landscape areas. This work is expected to be completed by June 30, 1978

Respectfully submitted,

MORSE BROS., INC.
Contractor

By R H Billings
Vice-President of Administration

---

## CONSENT OF SURETY

Date APRIL 24, 1978

We, SAFECO INS. CO., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland N. King
Attorney-in-fact

(SEAL)

Roland King
Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8410 Contractor Morse Brothers Inc.

Highway Beltline Road

Section Beltline Road - Coburg Road

Kind of Work Grading, paving, structure, traffic signals, landscaping

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

~~All delayed and additional work was at the request of the engineer, Lane County. The delay in completing the project landscaping was to accommodate the installation of a Sanitary Sewer by the City of Eugene. The additional work is the repair of slope erosion and landscaping due to exceptionally heavy rains.~~

An extension of time is granted extending the specified completion to June 28, 1978, due to the extra work performed.

Recommende~~d~~ for Approval:

Regional Engineer

O. B. Jackmond
For
Construction Engineer ~~or Bridge Engineer~~

kt.
State Highway Engineer

Contract No. 8410
Project designation Federal
State-Federal
Date awarded August 27, 1976
Work started September 28, 1976
Per cent completed 100% April 4, 1978
Date
Specified Compl. date: ~~No. of Workdays Allowed~~ Oct. 31, 1977
No. of Workdays Used
No. of Added Workdays Requested 84

SP*07865-734

15

January 3, 1977

Morse Bros., Inc.
East Grant Street
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8410 for work on Beltline Road and Coburg Road (Eugene) in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 23 days on the early phase (October 31, 1976 completion requirement) is granted as follows:

| | |
|---|---|
| Delay in submitting contract to contractor | 9 days |
| Postponement of preconstruction conference | 6 days |
| Soft subgrade excavation | 4 days |
| Underground power conflict at culvert extension | 3 days |
| Added temporary signal work | 1 day |

This will leave 8 days' liquidated damages in effect at $100 per day.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 28, 1976

FILE: CON 5 #8410

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Beltline Rd. & Coburg Rd. (Eugene)
Contract No. 8410
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Morse Bros., Inc. requests a 36-day extension (to December 6, 1976) on just the early phase time requirement on this project. The contract time is on a specified date basis with an early phase requirement to have the temporary ramps in use (clear of the new structure work) by October 31. Overall project completion requirement is October 31, 1977. Some pertinent dates are:

| | |
|---|---|
| Bids opened | 7-29-76 |
| Contract sent | 8-27-76 |
| Work started | 9-29-76 |
| First phase completion requirement | 10-31-76 |
| Actual first phase completion | 12- 1-76 |
| All work to be completed | 10-31-77 |

The first phase completion was actually December 1, so there are 31 days liquidated damages accrued at $100. This is the project for which you last week approved a waiver of the assessment of these liquidated damages pending review and action on this extension request.

The contractor cites five reasons for extension as follows:

Delay in award.
Postponement of pre-job conference by the County.
Delay in subcontract approvals.
Subexcavation of unsuitable soft subgrade.
Unforeseen underground utility conflict with
30-inch culvert extensions.

Lane County is providing the construction engineering on this project and the County and Region 3 recommend some time extension on all of these reasons except the alleged subcontract delay. That is believed to be more within the contractor's control.

The County recommends two additional days on two added reasons not submitted by the contractor; one day for rain on November 1 (and this is not believed to be a valid reason) and one day for extra electrical work on the temporary signals.

RECEIVED
STATE HWY ENGR
DEC 29 '76
REFER TO
FOR

We concur in 23 days as recommended by the Region as follows:

| | | |
|---|---|---|
| Delay in submitting contract to the contractor | 9 days | (this was related to a permit of entry on some right-of-way. This had to be secured or clarified before FHWA concurrence in the award could be obtained) |
| Postponement of preconstruction conference | 6 days | (I believe this should be nonparticipating) |
| Soft subgrade excavation | 4 days | (this is on E.W.O. 1 work and includes a Saturday, so the weekend is accounted for) |
| Underground power conflict at culvert extension | 3 days | |
| Added temporary signal work | 1 day | |
| Total | 23 days | |

This will leave 8 days liquidated damages in effect at $100 per day. Seventeen (17) days of this is participating and can be granted as such under delegated authority, and the remaining six will be nonparticipating.

A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: Robert Church

lane county

December 16, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Beltline - Coburg Junction
Contract # 8410

Dear Mr. Shirley:

Attached is a request from Morse Brothers for a time extension to complete Phase I of the subject contract, whereby the Contractor was to have traffic detoured from Beltline Road onto the interchange ramps by October 31, 1976. This detour was not effected until December 1, 1976 or 31 calender days after the specified completion date.

The contractor is requesting 36 additional days and has submitted the attached letter listing five items which he contends delayed the project for that amount of time.

After reviewing our records and analyzing the request, Lane County does not feel at this time that we can justify more than 24 additional calender days if we apply a strict interpretation of the contract. I would, however, like to state that Lane County would take a liberal position toward granting the extension to December 1, 1976 as requested because we feel the Contractor did make a sincere and concerted effort to complete his work on time. We feel fortunate that the Phase I work could be completed this fall so that subsequent structured work can proceed during the winter months.

We have had some preliminary discussion with the Contractor stating our position on the 24 dyas, but we anticipate the Contractor will submit additional information to justify their request. Until this question is resolved, Lane County would recommend that no liquidated damages be withheld from the Contractors progress payments.

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

Regarding the five items listed in the Contractor's letter, Lane County takes the following position:

Item 1 - Self explanatory - Justifiable days - 9 days

Item 2 - The preconstruction conference was orginally scheduled for September 9 (not September 7) but was postponed until September 15 at Lane County's request. - Justifiable days - 6 days

Item 3 - No basis for extension.

Item 4 - Lane County records indicate unsuitable material was removed on October 16, 21, 22 & 23
Justifiable days - 4 days

Item 5 - The Contractor's work on the culvert and subsequent work on the Southwest ramp was delayed because of the power line problem.
Justifiable days - 3 days

In addition, Lane County would allow one day for rain on November 1 and one day for extra electrical work on the signals that was not in the orginal contract.
Justifiable days - 2 days

Total justifiable time - 24 days

Very truly yours,

Geo Price

George Price
Principal Engineer

GP/dl
enclosure

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8410 Contractor Morse Brothers, Inc.

Highway Beltline Road

Section Beltline Road at Coburg Road (Eugene)

Kind of Work Grading, Paving, Structure and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

See Attached Letter

Construction Section recommends 23 days extension of contract time on early phase only as follows:

| | |
|---|---|
| Delay in submitting contract to contractor | 9 days |
| Postponement of preconstruction conference | 6 days |
| Soft subgrade excavation | 4 days |
| Underground power conflict at culvert extension | 3 days |
| Added temporary signal work | 1 day |
| Total | 23 days |

This will leave 8 days liquidated damages in effect at $100 per day.

Recommended for Approval:

J. X. Wilson
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8410

Project designation FAU 1035
State-Federal

Date awarded August 27, 1976

Work started September 29, 1976

Per cent completed 13.2% - 11/27/76
Date

No. of Workdays Allowed 51

No. of Workdays Used 64

No. of Added Workdays Requested 36

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon 97310**

Date December 10, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10-31-76 days to 12-6-76 days, within which to complete our Contract No. 8410, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

MORSE BROS., INC.
Contractor

By R H Belleny

---

**CONSENT OF SURETY**

Date December 10, 1976

We, Safeco Insurance Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eileen L. Collins
Attorney-in-fact

(SEAL)

Eileen L. Collins
Resident Agent

HARRISBURG
P. O. BOX 205
PHONE 995-6336

LEBAN
P. O. BOX 7
PHONE 258-8141

ALBANY
1759 S. E. KENNEL RD.
PHONE 928-2547

IVALLIS
P. O. BOX 1126
PHONE 752-3428

SWEET HOME
2903 GREEN RIVER RD.
PHONE 367-6174

MORSE BROS., INC.

December 10, 1976

George Price
Lane Co. Dept. of Transportation
1820 Roosevelt Blvd.
Eugene, Oregon 97402

RE: Beltline Rd. and Coburg Rd.
Lane County Contract #8410
Time Extension Request

Dear George:

This letter is an attachment to O.S.H.C. form for increase in number of workdays.

As you are aware, this project has two completion dates. The first date of October 31, 1976, is the one of concern, which is the date "All work required to divert Beltline Rd. traffic to temporary us of the interchange ramps".

The following items are in my opinion valid causes that prevented Morse Bros., Inc. from completing the required work for traffic diversion.

Item #1 - Bid opening to contract award -
Section 103.08 of O.S.H.D. standard states that an extension of time will be granted after 20 days has elapsed from the bid opening to date of award. The bid opening was on July 29, 1976. Therefore from August 18, 1976, untill August 27,1976, (date of award) there should be an increase of 9 calender days.

Item #2 - Contract award to prejob conference -
The first prejob conference was scheduled for Sept. 7, 1976, but was delayed by Lane County to the actual prejob date of Sept. 15, 1976. I feel that Morse Bros., Inc. cannot be responsible for those days. Therefore an increase of 8 calender days should be in order.

Item #3 - Prejob to subcontract approvals -
The problem was a matter of interpretation of temporary protection and direction of traffic, Item #2 on the

contract, concerning the subcontractor in this item.
Morse Bros. approach on this project with their subcontracts was the same as on many previous state contracts. From Sept. 15, 1976, (the date of the prejob and subcontract submittal for Delta and Foress) to Sept. 28, 1976, (when these subcontracts were approved), Morse Bros., Inc. expedisiously persued the subcontracts changes as interpreted by the state. Therefore a request for an increase of 13 calender days should be granted.

Item #4 - Over excavation of soft subgrade in the NW and SW quadrants of the project -
Oct. 20, 1976, soft areas appeared in the grade, at which time we were instructed to cut to blue tops. Oct. 21 and 22 Force Account work on soft subgrade. After over excavating we had to cut to Blue tops a second time. Morse Bros., Inc. requests an increase of 3 calender days based on the extra work.

Item #5 - Contract with E.W.E.B. Power lines to luminaire tower -
On Nov. 5, 1976, when excavating for the extension of culvert 3 at STA ± "L" 275+80, a Morse Bros. crew encountered the power line only 2 inches below flow line. E.W.E.B. was notified at 10:15 am Nov. 5, and stated they would correct the problem immediatley. The pipe crew moved out. On Nov. 8, Morse Bros. pipe crew moved in to finish the culvert extensions. The line had not been moved, but because of the direct delay in building the SW flare, the crew proceeded to extend the culvert working around and over the power line. Morse Bros. request that 3 claender days be added because of this encounter.

These five items caused Morse Bros., Inc. to lose a minimum of 36 calender days of construction time, not counting secondary impacts do to lost time. We respectfully request a time extension from October 31, 1976, to December 6, 1976, for the first phase of construction.

If you have an questions concerning the items above, please contact me. Hopefully this information will satisfy the requirements of the O.S.H.C. form for increase in number of workdays.

Sincerely,

MORSE BROS., INC.

Stan Barton

Stan Barton,
Project Superintendent

SB:ms

8416

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROV... AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-1035(1)

STATE PROJECT NO.
See below

PROGRAM NO.

COUNTY NAME
Lane

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO.
M-83

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
Aulson
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 7-7-76 | 11-26-76 | FAU 1035 |
| | | STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:
Beltline Road at Coburg Rd (Eugene)"

GENERAL DESCRIPTION OF WORK:
Furnish and install temporary signals. Credit for salvage value to be determined after material has been removed and stockpiled.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 11-29-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the amount of $7,155 - Federal Funds $5,600.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 12-16-76 | G. K. H | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-888

For Const

State Printing

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lane County
135 E. Sixth Ave.
Eugene, OR 97401
Attention of Mr. Al Driver

Request No. (assigned by staff engineer or head of division) cc 1646

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $390,000.0

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the construction of Beltline Road at Coburg Road Covered by agreement dated 10/20/75 | | 360,000.0 |
| | | To be retained | | $ 30,000.0 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution: 320-1084-297 |
| If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 390,000.00 | Submitted by: Fred F. Hildebrandt<br>F. F. Hildebrandt |
| Is this a partial or final request for billing? Partial | Approved: Division Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | Approved: George N Hopkins<br>G. N. Hopkins Department Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service. | |

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional [illegible] submitted for [illegible]

STATE COPY

Form Approved: O M B No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>4-52 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT | State **Oregon**<br>County **Lane**<br>Project No. **M-1035(1)** |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 0.3 mi. W. of I-5, W 1.52 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-7-76 | 0.753 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,392,711 | $ 819,000 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Assistant State Highway Engineer
*(Title)*

By

*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator 5 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 7, 1976

Federal-Aid Project
No. M-1035(1)

Beltline Rd. @ Coburg Rd. (Eugene) Section
County Road FAU 1035
Lane County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 248+00 to Sta. 328+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 41,815.00 |
| Temporary Protection and Direction of Traffic | All Required | | 44,891.00 |
| Clearing and Grubbing | All Required | | 5,832.00 |
| Removal of Structures and Obstructions | All Required | | 800.00 |
| Removal of Pavement | 2,800 sq.yds. | 1.00 | 2,800.00 |
| Ditch Excavation | 15 cu.yds. | 10.00 | 150.00 |
| Embankment in Place | 111,850 cu.yds. | 1.87 | 209,159.50 |
| Fill and Plug Abandoned Pipe | All Required | | 1,600.00 |
| Trench Excavation | 680 cu.yds. | 6.00 | 4,080.00 |
| Finishing Roadbed and Slopes | All Required | | 5,440.00 |
| Furnishing and Placing Topsoil | 8,750 cu.yds. | 2.51 | 21,962.50 |
| Watering | 760 M-gals. | 6.00 | 4,560.00 |
| 3/4"-0 Aggregate Base | 4,350 tons | 3.00 | 13,050.00 |
| 1-1/2"-0 Aggregate Base | 32,600 tons | 2.80 | 91,280.00 |
| Class "B" or Class "C" Asphalt Concrete | 12,700 tons | 12.50 | 158,750.00 |
| Asphalt-Rubber Chip Seal | 1,120 sq.yds. | 7.50 | 8,400.00 |
| 10-inch Culvert Pipe | 505 lin.ft. | 7.00 | 3,535.00 |
| 12-inch Culvert Pipe | 189 lin.ft. | 9.00 | 1,701.00 |
| 18-inch Culvert Pipe | 206 lin.ft. | 12.00 | 2,472.00 |
| 24-inch Culvert Pipe | 128 lin.ft. | 20.00 | 2,560.00 |
| 30-inch Culvert Pipe | 110 lin.ft. | 23.00 | 2,530.00 |
| 36-inch Culvert Pipe | 150 lin.ft. | 28.00 | 4,200.00 |
| 60-inch Culvert Pipe | 12 lin.ft. | 75.00 | 900.00 |
| Extra for Pipe Under Pavement | 58 lin.ft. | 10.00 | 580.00 |
| Pipe Cut-in, 12"-66" | 3 only | 250.00 | 750.00 |
| Pipe Cut-in, 18"-60" | 1 only | 300.00 | 300.00 |
| Concrete Manholes | 5 only | 600.00 | 3,000.00 |
| Concrete Inlets, Type CG-3 | 7 only | 350.00 | 2,450.00 |
| Concrete Inlets, Type M-E | 5 only | 350.00 | 1,750.00 |
| Guard Rail, Type 2A | 4,950 lin.ft. | 7.30 | 36,135.00 |
| Guard Rail, Type 3 | 50 lin.ft. | 14.50 | 725.00 |

| | | | |
|---|---|---|---|
| Guard Rail Anchors, Type 1 | 8 only | 275.00 | 2,200.00 |
| Guard Rail Anchors, Type 2 | 9 only | 275.00 | 2,475.00 |
| Rail End Pieces, Type A | 8 only | 25.00 | 200.00 |
| Rail End Pieces, Type C | 7 only | 125.00 | 875.00 |
| Metal Median Barrier Connection | 2 only | 1,000.00 | 2,000.00 |
| Concrete Walks | 894 sq.yds. | 7.65 | 6 839.10 |
| Concrete Curbs | 1,260 lin.ft. | 3.50 | 4,410.00 |
| Concrete Barrier | 3,700 lin.ft. | 12.00 | 44,400.00 |
| Paved Culvert End Slopes | 380 sq.ft. | 7.00 | 2,660.00 |
| Loose Riprap, Class 100 | 43 tons | 15.00 | 645.00 |
| Salvaging Metal Median Barrier | 2,700 lin.ft. | 0.75 | 2,025.00 |
| Adjusting Manholes | 6 only | 200.00 | 1,200.00 |
| Reconstructing Concrete Manholes | 2 only | 1,200.00 | 2,400.00 |
| Abandon Manholes | 3 only | 150.00 | 450.00 |
| Abandon Catch Basins | 4 only | 125.00 | 500.00 |

## Signing

| | | | |
|---|---|---|---|
| Sign Support Footings | All Required | | 9,500.00 |
| Breakaway Sign Posts | All Required | | 8,000.00 |
| Structure Mounts | All Required | | 6,500.00 |
| Sign Bridge Structures, Sta. 275 | All Required | | 12,000.00 |
| Sign Bridge Structures, Sta. 303 | All Required | | 12,500.00 |

## Traffic Signals

| | | | |
|---|---|---|---|
| Traffic Signal Installation, Complete | All Required | | 40,000.00 |

## Landscaping

| | | | |
|---|---|---|---|
| Roadside Seeding and Mulching | 8 acres | 1,300.00 | 10,400.00 |
| Furnishing and Planting Cedrus Deodara | 3 only | 15.00 | 45.00 |
| Furnishing and Planting Pinus Contorta | 17 only | 23.00 | 391.00 |
| Furnishing and Planting Pinus Sylvestris | 25 only | 23.00 | 575.00 |
| Furnishing and Planting Robur "Fastigiata" | 18 only | 31.00 | 558.00 |
| Furnishing and Planting Thuja Occidentalis "Pyramidal" | 13 only | 15.00 | 195.00 |
| Furnishing and Planting Berberis Verruculosa | 113 only | 11.00 | 1,243.00 |
| Furnishing and Planting Cytisus Praecox | 873 only | 8.00 | 6,984.00 |

| | | | |
|---|---|---|---|
| Furnishing and Planting Juniperus Chinensis "Pfitzer" | 809 only | 9.00 | 7,281.00 |
| Furnishing and Planting Juniperus Horizontals "Bar Harbor" | 409 only | 9.00 | 3,681.00 |
| Furnishing and Planting Myrica Californica | 23 only | 9.00 | 207.00 |
| Furnishing and Planting Rhus Typhina | 172 only | 9.00 | 1,548.00 |
| Furnishing and Planting Arctostaphylos Uva-Urse "State Hybrid" | 2,560 only | 0.75 | 1,920.00 |
| Furnishing and Planting Hedera Helix | 2,750 only | 0.65 | 1,787.50 |
| Bark Mulch | 264 units | 48.00 | 12,672.00 |
| | | | $ 889,424.60 |

Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control (E.W.) | All Required | $ 1,000.00 |
| On-the-Job Trainees (2 @ $800)(E.W.) | All Required | 1,600.00 |
| | | $ 2,600.00 |
| | Subtotal | $ 892,024.60 |
| | Signal Controller Testing | 750.00 |
| | Engineering | 88,452.40 |
| | Total | $ 981,227.00 |

Type Code X281
Coburg Rd. O'xing (Br. No. 16267)(Sta. 290+04.26 to Sta. 291+24.26)

| | | | |
|---|---|---|---|
| Structure Excavation | 720 cu.yds. | | $ 7,200.00 |
| Structure Excavation for Retaining Walls | 150 cu.yds. | 10.00 | 1,500.00 |
| Special Wall Backfill | 450 cu.yds. | 10.00 | 4,500.00 |
| Furnish Pile Driving Equipment | All Required | | 10,000.00 |
| Furnish 14-inch Prestressed Concrete Piling | 3,192 lin.ft. | 8.00 | 25,536.00 |
| Drive Prestressed Concrete Piles | 3,000 lin.ft. | 1.00 | 3,000.00 |
| Prestressed Concrete Pile Extensions | 100 lin.ft. | 1.00 | 100.00 |
| Structural Concrete, Class 3300 (615 cu.yds.) | All Required | | 65,000.00 |
| Concrete in Walls | 43 cu.yds. | 180.00 | 7,740.00 |
| 120'/125' Prestressed Box Beams | 22 only | 9,100.00 | 200,200.00 |

| | | | |
|---|---|---|---|
| Reinforcement (60,000 lbs.) | All Required | | 20,000.00 |
| Reinforcement in Walls | 3,160 lbs. | 0.35 | 1,106.00 |
| Reinforced Concrete Bridge End Panels | 425 sq.yds. | 30.00 | 12,750.00 |
| Two Tube Metal Railing | 353 lin.ft. | 23.00 | 8,119.00 |
| Concrete Slope Paving | 250 sq.yds. | 16.00 | 4,000.00 |
| Slope Paving Curbs | 52 lin.ft. | 13.00 | 676.00 |
| 1-1/2-inch Electrical Conduit | 530 lin.ft. | 5.00 | 2,650.00 |
| | Subtotal | | $ 374,077.00 |
| | Engineering | | 37,407.00 |
| | Total | | $ 411,484.00 |

| | |
|---|---|
| Length of Grading and Paving - - - - - - | 0.730 Mile |
| Length of Structure - - - - - - - - - - - | 0.023 |
| Total | 0.753 Mile |
| Cost of Roadway Per Mile - - - - - - - - - | $1,344,146.57 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Roadway | $ 981,227.00 | $577,021.00 | $ 80,475.00 | $ 323,731.00 |
| Structure | 411,484.00 | 241,979.00 | 33,748.00 | 135,757.00 |
| Total | $1,392,711.00 | $819,000.00 | $114,223.00 | $ 459,488.00 |

Federal funds not subject to change.

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8410 |
| Prefix No. | 320-1084 |

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

July 30, 1976

Mr. Al Driver, Director
Department of Transportation
Lane County
135 E. 6th Ave.
Eugene, OR 97401

Dear Mr. Driver:

The Highway Division opened bids July 29, 1976 on the Beltline Road at Coburg Road (Eugene) Section of Beltline Road Urban System Project. Four bids were received and the low bid was submitted by Morse Brothers, Inc. of Lebanon.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Contractor's Bid | $1,263,501.60 |
| Anticipated Additional Items | 3,350.00 |
| | $1,266,851.60 |
| Contingencies (4-1/2%) | 57,008.32 |
| | $1,323,859.92 |
| Less Federal Share | 819,000.00 |
| Less State Share | 115,500.00 |
| County's Estimated Share | $ 389,859.92 |

Advance Deposit = $390,000.00

Please make your check in the amount of $390,000 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, 1523 SE Cobb Street, Roseburg 97470.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

FFH:dp
bc w/att: Glen Clark-Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of advance deposit notification No. AD-223 and submit to Finance Branch.

ROSEBURG REGIO
RECEIVE
AUG 3 1976

FORM 81 734-2631

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 5, 1976

FILE:

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Beltline Rd. @ Coburg Rd.
(Eugene)

TO: L. W. Rulien
Project Management Engineer

**NOTED**
**E. S. HUNTER**

In putting together the "zero" estimate for this new contract, our contract payments people point out what seems an unnecessary proliferation of bid items for the landscaping shrubs. There are 13 separate bid items for just the different shrub species - all by Latin names and with up to 32 letters in the description. These all have to be condensed down somehow into the available character space on the estimate. Through the life of the project thereafter every line change has to be key punched, checked for entry and printed. Every such transaction is an opportunity for error and re-running the estimate.

The Design Engineer and Chief Spec writer tell me this was the county's wish so it could not be changed. The fact remains this work has to be processed through the Highway Division payment and checking systems. Our people are wasting time trying to learn how to abbreviate Latin plant names.

JAB:fr

cc: J. H. Versteeg
E. S. Hunter
Robert Church

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

F.A.115

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-1035( )
Project Name Beltline Road at Coburg Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 28th day of July, 1976

8-2-76:
COPIES TO: J. R. Oakes
D. E. Swan
C. T. Keosey
J. chidsey

LANE COUNTY, by and through its Board
of Commissioners

By Robert Elfers by A.D.
Chief Administrator

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-1035( )
Project Name Beltline Road at Coburg Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 28th day of July, 1976

**LANE COUNTY, by and through its Board of Commissioners**

By Robert Elfers by A.D.
Chief Administrator

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-103[illegible]( )
Project Name Beltline Road at Coburg Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 28th day of July, 1976

**LANE COUNTY, by and through its Board of Commissioners**

By Robert Elfers
**Chief Administrator**

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

July 13, 1976

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 29 Bid Letting

TO: FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 29 on the following projects:

1. Powder River (Phillips) Bridge
   FAP No. RS-01-109(1)
   Baker County

   Structure

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b) which states, "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Campbell St-Auburn St (Baker)
   FAU 4860 (Birch St), FAP No. M-4860(1)
   Baker County

   Paving

   Same as No. 1.

3. Frazier Creek Bridge
   FAS 205, FAP No. RS-603(1)
   Benton County

   Structure

   Same as No. 1.

4. Empire-Coos Bay Hwy at Woodland Dr (Coos Bay)
   FAP No. M-2680(2)
   Coos County

   Traffic signal

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Hunter Creek Bridge
   FAS Route 08-109, FAP No. RS-08-109(1)
   Curry County

   Structure

   Same as No. 1

6. Umpqua Lighthouse State Park
   BOR Project
   Douglas County

   Sanitary sewer improvement

   Same as No. 4

7. Rogue River (Broadway St)
   City Streets in Rogue River
   Jackson County

   Grading and paving

   Same as No. 1

8. S. 6th St-Hilyard Ave (Klamath Falls)
   Midland Highway
   Klamath County

   Grading, paving, signal revision

   Same as No. 1. 5-foot P.C.C. sidewalk provided on first 800 ft.

9. Thomas Creek and Fox Creek Bridges
   FAP No. RS-19-107(2)
   Lake County

   Grading, surfacing and structures

   Same as No. 1.

10. Goshen-Cottage Grove
Pacific Highway
Lane County

Roadside improvement

Same as No. 4.

11. Beltline Rd At Coburg Rd (Eugene)
Route 1035, FAP No. M-1035(1)
Lane County

Grading, paving, structure, signing, signals

5-foot P.C.C. sidewalks provided on Coburg Road; 9.5-foot sidewalks on structure.

12. Logsden-Rock Creek
FAS 150 (Logsden-Nashville Rd), FAP No. RS-105(5)
Lincoln County

Paving

Same as No. 1

13. Boardman Safety Rest Area
I-80N
Facilities

Same as No. 4

14. Burnside Bridge-Hawthorne Bridge
Pacific Highway West (Front Avenue, Portland)
Multnomah County

Grading, paving, illumination, signals, landscaping

Footpath-bicycle facilities will be constructed by the City of Portland along Waterfront Park parallel and adjacent to this project. Therefore, footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "Footpaths and trails are not required to be established. . . where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

15. SW 6th Ave & Dehaven St (Milton-Freewater)
City Streets
Umatilla County

Grading, paving

5-foot P.C.C. sidewalk to be constructed on the west side of Dehaven, south side of 6th.

16. NW Creoni Rd-NW Cornell Rd
FAS 632 (NW Cornelius Pass Rd), FAP No. RS-8(5)
Washington County

Grading and paving

Same as No. 1. 6-foot shoulders provided; 4-foot shoulders on channelizations and structure approaches.

17. Beaverton-Hillsdale Highway at Scholls Hwy and Oleson Rd
FAP No. HHS-0030(1)
Washington County

Traffic signal revision

Same as No. 4.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

1035(1)

# LETTER OF APPROVAL AND/OR AUTHORIZATION

| | | |
|---|---|---|
| FROM: | PROGRAM NO. | STATE PROJECT NO.<br>See below |
| | | COUNTY NAME<br>Lane |
| G. L. Green<br>Division Administrator | ITEM NO.<br>M-83 | PROGRAM STAGE (*Check*)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

| | | |
|---|---|---|
| DATE PS&E APPROVED<br>7-7-76 | DATE AUTHORIZATION EFFECTIVE<br>7-7-76 | FEDERAL ROUTE NUMBER<br>FAU Route 1035 |
| | | STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:

"Beltline Road at Coburg Road (Eugene)"

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement, structure and signal.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)

| | |
|---|---|
| Temporary erosion control (E.W.) | 1,000 |
| On the Job Training (E.W.) | 1,600 |

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 7-1-76 approved this project for inclusion in the Federal-aid program.
After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 7-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 1,544,060 - Federal funds 819,000.

A signed copy of the Title sheet is returned herewith.

| | | |
|---|---|---|
| DATE<br>7-7-76 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-000

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

## INSPECTION REPORT

| | | |
|---|---|---|
| REGION NO.<br>10 | REPORT ON<br>Plan-in-Hand | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>7-7-76 | INSPECTION MADE BY<br>T. P. Lowe | PROJECT NO.<br>M-1035(1) |
| IN COMPANY WITH<br>See below | | |

REMARKS

BELTLINE ROAD-COBURG ROAD (EUGENE) Sec.
BELTLINE ROAD
Interchange - Grading, Paving & Structure

1. Scope:

The following persons met in Mr. Jones' office and on the project site to discuss the subject plans, specifications and various aspects of construction engineering. (See attached list #1)

2. General Development:

The project was designed by the County in conjunction with their consulting engineer (Bridge only). The specifications were written by the State. The contract will be advertised and awarded by the State. The County will perform construction engineering with some assistance from the State's local Res Engr, Mr. Jones. FHWA will probably make one intermediate inspection during the construction and attend the final inspection.

3. Findings:

The County does not now intend to claim State or Federal participation in construction engineering costs. The State will claim its part of the construction engineering costs.

4. Right of Way:

The County advised that four very small areas of right-of-way (one in each quadrant) need to be purchased. Inadvertently these had been overlooked and right-of-way ownership certified by the County and State. The project is being advertised the date of this review. Mr. Price advised a minor design change (eliminating small portion of sidewalk) would negate the necessity for three of these small areas of R/W. The fourth will be necessary to host a signal pole at the end of the first stage of construction. (October 1976) Mr. Price further advised that the County expects to complete these R/W transactions prior to awarding the contract. However, if a problem develops, he suggests eliminating, by minor redesign, the necessity for three of the areas and purchasing an easement on the fourth.

- more -

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

FORM PR-33 (REV. 8-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 0-387-254

I pointed out that FHWA will require a current R/W certification prior to concurring in award. If a problem develops, the State will have to request an exception based on an acceptable course of action at that time.

It was noted that the Environmental Assessment states that no new R/W is required. Literally, this statement is not true; however, from a practical standpoint, these small amounts of R/W do not appear to have significant environmental, social or economic impact. In my opinion, the conclusion and recommendation concerning the project category are still valid and the significance of the R/W is not sufficient to warrant the expenditure required to supplement the assessment.

The County indicated they intend to use the State's approved testing procedures and frequencies. Mr. Jones will work directly with Mr. Greer on implementing these procedures. Every effort will be made to utilize County forms in documenting quality and pay quantities. However, where conflict or deficiencies exist, some State forms may be required. It was noted that the County has only one testing team. Therefore, the State will assist in performing and record and check tests.

The plans include numerous County Standard Drawings which have been approved. The State indicated their specifications have been modified to compliment these standards, particularly in the area of measurement and payment.

5. Traffic Control:

Compliance with construction traffic control was emphasized. In this regard, it was noted that the County pays a lump sum for construction traffic control. The State normally pays directly for construction traffic control signs and flagging. This procedure gives the Engineer more control, particularly where borderline siguations requiring flagmen occur.

The County feels they have been able to maintain good traffic control on previous projects using the lump sum payment and wish to continue that procedure.

While I prefer the State's procedure for projects on high speed-high volume sections such as this project, I concede the lump sum method may provide adequate traffic control if constant emphasis is maintained during construction. The County indicated they will give this matter their constant attention during construction.

✓ I intend to make at least one detailed review of construction traffic control this season.

- more -

6. Lane Striping:

Lane striping isnnot part of this contract; however, the striping sheet is included in the plans. This plan shows 2-11 ft. lanes, one 14 ft. lane and a 10 ft. sidewalk in each direction on Coburg Road under the structure. The County said they will stripe this section for a 1-foot median shy distance, three 12 ft. lanes and a two ft. curb shy. Since striping will be done by County Forces no plan change is necessary.

7. Power Pole:

In the SW offramp an existing concrete power pole will be left down stream from the gore, adjacent to the offramp. Guardrail will protect traffic from the pole. The County said they had investigated moving the pole from a cost-effective standpoint and decided to use guardrail instead.

8. FHWA Involvement:

The relationship between the County, State and FHWA during the construction phase was discussed. I pointed out that FHWA will require the same level of review as on a State Federal-aid Primary Project, ie. we may conduct one or more inspections during the constructionaand will accompany the State on the final inspection. Also, major price agreements (change orders) and time extensions should receive our concurrence. Mr. Jones is familiar with this relationshiop and will initiate formal requests for concurrence through the State.

✓ I specifically indicated FHWA will review the construcion traffic control.

M-1035(1) 7-7-76

LIST #1

| | |
|---|---|
| John Schmidt | Lane County |
| Don Greer | " " |
| George Price | " " |
| | |
| Bill Sample | OSHD |
| John Day | " |
| Ellis Jones | " |
| Jack Ayres | " |
| | |
| Tom Lowe | FHWA |

Jans

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTM OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: July 6, 1976

In reply refer to: 1041B.3

SUBJECT: M-1035(1)
Beltline-Coburg Road Interchange
Exception to Noise Standards

FROM : G. L. Green, Division Administrator

TO : Mr. H.S. Coulter,
State Highway Engineer

Please reference your July 1 memorandum. Based on the final negative declaration and noise study report for the subject project, we approve your request for an exception to the noise guidelines for this project.

for William H. Kappus
G. L. Green

CC:
L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
JUL 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Vurevin
info

PROJECT MANAGEMENT
JUL -9 '76
REFER TO
R

| Info | Investigate | R/D | Action | File | | |
|---|---|---|---|---|---|---|
| | | | | | | |

(7) JACKSON COUNTY: Rogue River (Broadway St.) Section of city streets in Rogue River. State project. Grading and paving. Req. 775 cu. yds. exc.; 2,480 sq. yds. aggr. base 8 inches thick; 1,820 sq. yds. Cl. "C" asph. conc. 3 inches thick. Completion time 30 calendar workdays.

(8) KLAMATH COUNTY: S. 6th St.-Hilyard Ave. (Klamath Falls) Section of Midland Highway in Klamath Falls. State project. Grading, paving and signal revision. Req. approx. 8,330 cu. yds borrow exc.; 1,580 cu. yds. gen. exc.; 7,500 cu. yds. gran. emb. mat.; 6,350 cu. yds. trench exc.; 25,100 sq. yds. lime treated subgrade (285 tons lime); 6,900 tons treated base (380 tons cement in treated base); 6,260 tons Cl. "C" and Cl. "E" asph. conc.; 7 manholes; 70 inlets; 400 sq. yds. conc. driveways; 600 cu. yds. conc. curbs; .63 MFBM wood sign posts; 256 sq. ft. signs; 14 vehicle signals; 10 pedestrian signals; one 7-phase controller. Completion time 300 calendar workdays. Requires R.R. Ins.

(9) LAKE COUNTY: Thomas Cr. and Cox Cr. Bridges approx. 8 miles north of Lakeview. FAP No. RS-19-107(2). Grading, surfacing and structures. Req. approx. 1,930 cu. yds. emb. in place; 665 cu. yds. aggr.; 350 lin. ft. guardrail; 110 cu. yds. riprap; 700 lin. ft. steel piling (28 piles); 16 prestressed slabs; 12,400 lbs. str. steel; 4 MFBM treated timber. Completion time 90 calendar days.

(10) LANE COUNTY: Goshen-Cottage Grove Section of Pacific Highway. FAP No. I-5-3(108)175. Roadside improvement. Req. approx. 115 trees; 13,490 shrubs; 1,430 State-furnished roses; 3,330 vines; 135 units bark mulch. Completion time December 31, 1976.

FAUS (11) LANE COUNTY: Beltline Rd. at Coburg Rd. (Eugene) Section of FAU Route 1035. FAP No. M-1035(1). Grading, paving, structure, signing and signals. Req. approx. 111,850 cu. yds. emb.; 8,750 cu. yds. topsoil; 36,950 tons aggr. base; 12,700 tons asph. conc.; 1,120 sq. yds. asph.-rubber chip seal; 5,000 lin. ft. guardrail; 3,700 lin. ft. conc. barrier; 3,192 lin. ft. conc. piling (98 piles); 658 cu. yds. conc.; 22 prestressed beams; 63,160 lbs. reinf.; 353 lin. ft. railing; 23,900 lbs. steel sign structures; 63 trees; 2,412 shrubs; 5,310 vines; 8 acres seed and mulch; 6 signal poles; 26 sign heads; 1 signal controller. Completion October 31, 1977.

(12) LINCOLN COUNTY: Logsden-Rock Creek Section of FAS 150 (Logsden-Nashville Rd.) approx. 9 miles east of Siletz. FAP No. RS-105(5). Paving. Req. approx. 1,730 tons Cl. "C" and 2,220 tons Cl. "E" asph. conc. mixture (270 tons asph. cement); 16 asphalt appr. Completion time 30 calendar workdays.

(13) MORROW COUNTY: Boardman Safety Rest Area approx. 3 miles west of Boardman Interchange. FAP No. I-80N-5(47)159. Facilities. Req. approx. 8,300 cu. yds. exc.; 260 cu. yds. aggr. base; 110 tons Cl. "C" asph. conc.; 2,625 lin. ft. fence; sewage lagoon; 2 sewage pumping stations; 2,470 lin. ft. sewer lines. Complete not later than June 30, 1977.

July 1, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Exception to Noise Standards
Beltline-Coburg Road Interchange
Project No. M-1035(1)

Submitted herewith is a copy of the noise report for the subject project. Based on this and the final negative declaration, which was submitted to you June 22, 1976, we request your approval of an exception to the noise guidelines for this project.

Your early approval will be appreciated.

GR:LWR:ljt

Attachment

cc: J. H. Versteeg
G. A. Potter
D. E. Swan

FAUS

U.S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.
1035(1)

STATE PROJECT NO.
Beltline Road - Coburg Road Section

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-83

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
7-1-76

FEDERAL ROUTE NUMBER
FAU Route 1035

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
County Road approximately 0.3 miles west of I-5 - west 1.52 miles (Eugene)

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement, structure and signal. (Code 6201, X281 & Y031 Miles 0.76)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)*
Program Approval
(TEC 1,550,000 FF 819,000)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 6-25-76 letter I approve the subject project for inclusion in the Federal-aid program.

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☑ CE ☐ RE ☐ RPE ☐

DATE
7-1-76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-831-855

NO.

TED TO W. O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 25, 1976

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>21 Co. Rd., Approx. 0.3 mi. W. of I-5, W 1.52 mi. 65 | **ADT** | PRESENT<br>18,000<br>(66) | FUTURE<br>23,400<br>(70) | YEAR<br>96<br>(71) (72) | REGION<br>10 |

STATE NAME: Oregon

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>28 Gr., Dr., H.T. Pave. Br., Traf. Sig. 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (90) | SUPV AGCY<br>(65) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 M- 23<br>NUMBER 7 1035 |

CODE 039

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME<br>Lane | | | |
| | NAME OF URBAN AREA<br>17-31 Eugene | ROUTE NO. U | FEDERAL-AID<br>1035 | STATE<br>(32) Co. Rd. (36) | U.S.<br>(37) ---- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>(Safety)<br>6201<br>X281<br>Y031 | | "Beltline Rd./Coburg Rd. (Eugene) Sec." | 0.76* | 1,550,000 | 819,000 | 114,225 | 616,775 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>JLG | PROJECT TOTALS | 0.76* | 1,550,000<br>(16) (23) | 819,000<br>(24) (33) | 114,225 | 616,775 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS | |

JUL 1 1976

FHWA OREGON DIVISION

*1.52 miles including signing work.

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

## BELTLINE ROAD/COBURG ROAD (EUGENE) SECTION

## PROJECT NO. M-1035(1)

Existing Facility: Traffic Signal controlled intersection

Deltline Rd. (FAU 1035) -- Four 12-foot bit. surfaced travel lanes with 10-foot shoulders and a 16-foot median.

Coburg Rd. (FAU 1305) -- 66-foot curbed bit. surfaced roadway.

Adjacent Sections: Same as existing facility.

Project Data: The work under this project consists of (1) Construct, on existing alignment, one prestressed box beam overcrossing structure, (Br. No. 16267) 120 feet in length having a horizontal clearance of 86.4 feet; (2) Grade, drain and high-type pave a basic four 12-foot lane approach section with 10-foot paved shoulders, a 16-foot median and "ON" and "OFF" ramps to provide a full diamond interchange; (3) Install traffic control signals at ramp terminals on Coburg Road; (4) Landscaping, signing and other incidental work common to this type of project.

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Major action (non-significant) project concurred in by FHWA on April 24, 1975. Final Negative Declaration concurred in by FHWA on ________________ 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required
(Category 3

(b) Location/Design -- Approved upon
final Negativ

Control of Utilities: A State-County ag
April 28, 1975 to comply with paragraph

Maintenance of Traffic Operations Improv
agreement was executed April 28, 1975 to
Title 23 USC.

Data for PR-37:

Roadway (Type Code 6201) - - - - - -
Structure (Type Code X281) - - - - -
Traffic Signals (Type Code Y031) - -

Note:

(1) This project is in Congressiona

(2) On-the-job trainees, as set for
7-2(2), on this project will be
stage and the number stipulated

(3) The project is included in the

ANSACTION
DATE SUBMITTED

OAD/COBURG ROAD (EUGENE) SECTION

ROJECT NO. M-1035(1)

c Signal controlled intersection

5) -- Four 12-foot bit. surfaced travel lanes with 10-foot shoulders and a 16-foot median.

-- 66-foot curbed bit. surfaced roadway.

s existing facility.

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restressed box beam overcrossing structure, (Br. No.
having a horizontal clearance of 86.4 feet; (2)
pave a basic four 12-foot lane approach section with
16-foot median and "ON" and "OFF" ramps to provide
e; (3) Install traffic control signals at ramp terminals
caping, signing and other incidental work common to this

red.

Railroads, Water Development, Historical and Recreational

Exempt from State Clearinghouse and District 5 Clearing-
orking agreements.

Major action (non-significant) project concurred in by
Final Negative Declaration concurred in by FHWA on

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)

(b) Location/Design -- Approved upon FHWA adoption of the final Negative Declaration

Control of Utilities: A State-County agreement was executed on April 28, 1975 to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A State-County agreement was executed April 28, 1975 to comply with Section 116, Title 23 USC.

Data for PR-37:

| | |
|---|---|
| Roadway (Type Code 6201) - - - - - - - - - | $1,032,600 |
| Structure (Type Code X281) - - - - - - - - | 455,800 |
| Traffic Signals (Type Code Y031) - - - - | 61,600 |
| | $1,550,000 |

Note:

(1) This project is in Congressional District No. 4.

(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(3) The project is included in the approved 1/76-6/77 TIP.

PRO 6-2

June 25, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

'NAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1035(1)
Lane County

We are submitting program data for one project, Item No. 83, Project No. M-1035(1), "Beltline Road/Coburg Road (Eugene) Section", which we desire to have included in the Urban System Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on July 29, 1976.

JLG:md

Encl.

cc: Alfred Shirley, Jr. (Region 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 25, 1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., Approx. 0.3 mi. W. of I-5, W 1.52 mi. | **ADT** | PRESENT<br>18,000 | FUTURE<br>23,400 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Gr., Dr., H.T. Pave. Br., Traf. Sig. | NATL. FOREST | FH ROUTE NO. | SUPV. AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M- | NUMBER<br>1035 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | | COUNTY NAME<br>Lane | | | COD<br>039 |
| | NAME OF URBAN AREA<br>Eugene | ROUTE NO.<br>U | FEDERAL-AID<br>1035 | STATE<br>Co. Rd. | U.S.<br>---- | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | | | | | | |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>(Safety)<br>6201<br>X281<br>Y031 | | "Beltline Rd./Coburg Rd. (Eugene) Sec." | 0.76* | 1,550,000 | 819,000 | 114,225 | 616,775 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>JLG | PROJECT TOTALS | 0.76* | 1,550,000 | 819,000 | 114,225 | 616,775 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) | REMARKS | |

*1.52 miles including signing work.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

June 25, 1976

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| Approx. 0.3 mi. W. of I-5, W 1.52 mi. | **ADT** | 18,000 | 23,400 | 96 | 10 | Oregon | 41 | W32 | 83 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
| Traf. Sig | | | | | | | | M- | 1035 | (1) | | |

ystem

| | | | | | |
|---|---|---|---|---|---|
| COUNTY NAME | Lane | | CODE 039 | PROGRAM STAGE | ☐ 1 OR ☒ 2 |
| ROUTE NO. U | FEDERAL-AID 1035 | STATE Co. Rd. | U.S. ---- | | |

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | "Beltline Rd./Coburg Rd. (Eugene) Sec." | 0.76* | 1,550,000 | 819,000 | 114,225 | 616,775 (Co.) | ROW - 120' min.;<br>Access control-full;<br>Parking restrictions<br>complete. |
| JLG | PROJECT TOTALS | 0.76* | 1,550,000 | 819,000 | 114,225 | 616,775 (Co.) | |

TES

REMARKS

*1.52 miles including signing work.

-Over-

## BELTLINE ROAD/COBURG ROAD (EUGENE) SECTION

## PROJECT NO. M-1035(1)

Existing Facility: Traffic Signal controlled intersection

Beltline Rd. (FAU 1035) -- Four 12-foot bit. surfaced travel lanes with 10-foot shoulders and a 16-foot median.

Coburg Rd. (FAU 1305) -- 66-foot curbed bit. surfaced roadway.

Adjacent Sections: Same as existing facility.

Project Data: The work under this project consists of (1) Construct, on existing alignment, one prestressed box beam overcrossing structure, (Br. No. 16267) 120 feet in length having a horizontal clearance of 86.4 feet; (2) Grade, drain and high-type pave a basic four 12-foot lane approach section with 10-foot paved shoulders, a 16-foot median and "ON" and "OFF" ramps to provide a full diamond interchange; (3) Install traffic control signals at ramp terminals on Coburg Road; (4) Landscaping, signing and other incidental work common to this type of project.

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Major action (non-significant) project concurred in by FHWA on April 24, 1975. Final Negative Declaration concurred in by FHWA on ________________ 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required und
(Category 3 Proj

(b) Location/Design -- Approved upon FHW
final Negative De

Control of Utilities: A State-County agreeme
April 28, 1975 to comply with paragraph 6d(1)

Maintenance of Traffic Operations Improvements
agreement was executed April 28, 1975 to com
Title 23 USC.

Data for PR-37:

Roadway (Type Code 6201) - - - - - - - -
Structure (Type Code X281) - - - - - - - -
Traffic Signals (Type Code Y031) - - - -

Note:

(1) This project is in Congressional Dis

(2) On-the-job trainees, as set forth i
7-2(2), on this project will be dete
stage and the number stipulated in

(3) The project is included in the appr

ROAD/COBURG ROAD (EUGENE) SECTION

PROJECT NO. M-1035(1)

ffic Signal controlled intersection

1035) -- Four 12-foot bit. surfaced travel lanes with 10-foot shoulders and a 16-foot median.

5) -- 66-foot curbed bit. surfaced roadway.

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type pave a basic four 12-foot lane approach section with
, a 16-foot median and "ON" and "OFF" ramps to provide
ange; (3) Install traffic control signals at ramp terminals
ndscaping, signing and other incidental work common to this

quired.

s, Railroads, Water Development, Historical and Recreational

s: Exempt from State Clearinghouse and District 5 Clearing-
r working agreements.

s: Major action (non-significant) project concurred in by
. Final Negative Declaration concurred in by FHWA on
6.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project)

(b) Location/Design -- Approved upon FHWA adoption of the final Negative Declaration

Control of Utilities: A State-County agreement was executed on April 28, 1975 to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A State-County agreement was executed April 28, 1975 to comply with Section 116, Title 23 USC.

Data for PR-37:

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| Roadway (Type Code 6201) - - - - - - - - - | $1,032,600 |
| Structure (Type Code X201) - - - - - - - - | 455,800 |
| Traffic Signals (Type Code Y031) - - - - | 61,600 |
| | $1,550,000 |

Note:

(1) This project is in Congressional District No. 4.

(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(3) The project is included in the approved 1/76-6/77 TIP.

nal Negative Declaration
Beltline-Coburg Road Interchange
Federal Aid Urban Project #441(-)
Lane County, Oregon

**LOCATION AND PURPOSE OF PROJECT** (See area map, end of report)

The location of this project is the present at-grade intersection between Coburg Road (FAU Route 1305) and Beltline Road (FAU Route 1035) at the northerly city limits of Eugene, Oregon. Beltline Road, and Coburg Road north of Beltline, are County roads while Coburg Road south of Beltline is within the City of Eugene and under its jurisdiction. Although land south of Beltline and west of Coburg Road is within Eugene, this project is being administered locally by Lane County.

The purpose of the project is to alleviate the increasing congestion and to improve safety at this intersection by providing unimpeded east-west through traffic flow on Beltline Road. This would be achieved by constructing a diamond interchange in which Beltline Road is elevated over Coburg Road so that the largest share of traffic would no longer be interrupted at a signalized intersection.

Interstate Highway No. 5 is the major source and destination of traffic for the east end of Beltline, and the I-5/Beltline interchange is located less than a mile to the east of the subject intersection. Westbound traffic transitioning from this interchange without any stops continues under freeway conditions right up to the Coburg Road intersection. Similarly, approaching from the west, there are 5.8 miles of controlled access freeway between this and the last at-grade intersection. The combination of large traffic volumes and an abruptly interrupted freeway environment have resulted in congestion and a high rate of rear-end collisions at this intersection which are conditions the proposed improvement is intended to alleviate.

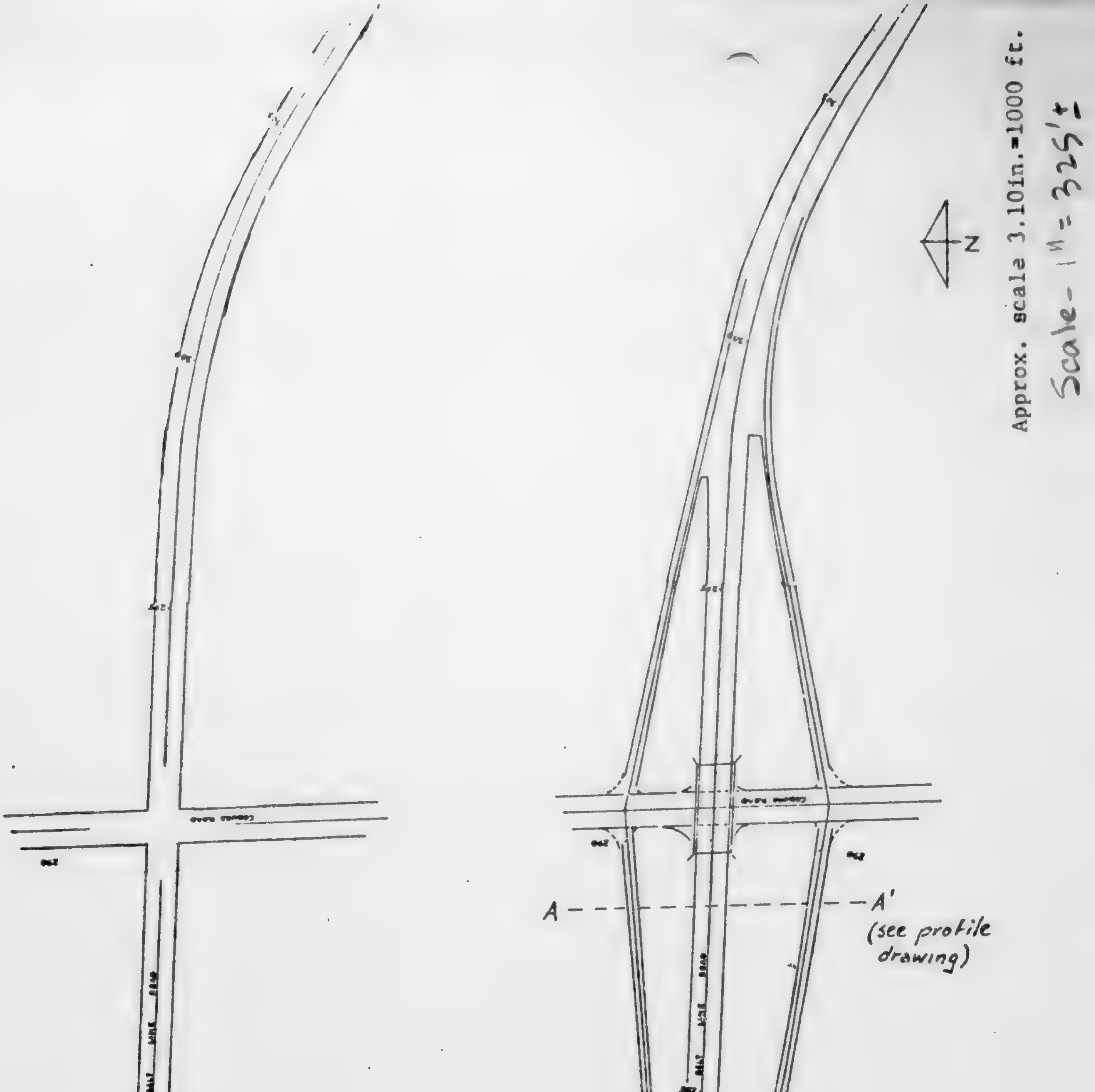

Approx. scale 3.10in.=1000 ft.
Scale- 1" = 325'±
N
A
A'
(see profile drawing)
EXISTING ROADS
PROPOSED CONFIGURATION

Figure #1

The average daily traffic volume on Beltline Road west of Coburg Road is 13,500 with a 1985 projection to about 18,000. On Beltline east of Coburg Road the A.D.T. is 12,000 with a 1985 projection of about 20,000. Coburg Road currently has an A.D.T. count of 11,000 south, and 7,600 north, of Beltline. These volumes are projected to increase to 14,000 south and 11,000 north by 1985.

During the four year period 1971 to 1974 there were 29 multiple vehicle accidents reported, resulting in damage to 65 motor vehicles and injury to 21 vehicle occupants. Fifty-two percent of all multiple-vehicle accidents were of the rear-end collision type, with a majority of these occurring on Beltline as vehicles approached the intersection from the east. Angle accidents, in which eastbound vehicles on Beltline collided with northbound vehicles on Coburg Road, accounted for 43% of all remaining accidents.

The east portion of Beltline Road was built in 1966. The overpass project was anticipated during the original right-of-way acquisition in the mid 1960's, with the result that all necessary land for the project was acquired at that time. The project was described in the Eugene-Springfield Area Transportation Study (E-SATS) Interim Report (1967) which has served as the area's interim transportation plan up to the present.

Projected traffic increases cited earlier are based on metropolitan area-wide growth which includes land development in the immediate vicinity. Population and employment projections developed for the new Metropolitan Transportation Plan indicate a very significant amount of growth in the now almost totally undeveloped northeast quadrant which covers more than one-half square mile. Development proposals from the private sector are already being generated for this area.

Existing intersection capacity at level of service "C" is approximately 1200 vehicles per hour for the primary conflicting movement. Level of service "E" capacity measured in the same terms is approximately 1500. An estimate of the degree to which this capacity has been reached is based on a July, 1973 handcount, at which time 1060 conflicting movements were observed during the peak hour. This is about 88% of level "C" capacity.

An estimate with the existing intersection and a 5% annual traffic increase results in 2060 vehicles by the year 1995. Level "C" capacity would be exceeded within the first ten years, and by 1995 the theoretical volume would be substantially in excess of level "E". The 5% growth rate is considered conservative based on historical and current traffic volume trends in the area, and expected local development (elaborated on page 3).

Current zoning of the area is as shown on the diagram, attachment #2 . The RA (Suburban Residential) district in the City of Eugene is intended to reflect a semi-rural environment with certain agricultural pursuits in close proximity to residential subdivisions. The city's R2 (Limited Multiple Family Residential) District permits residential development with a maximum density of one living unit per 2650 square feet of development site. The remainder of the area is under Lane County's AGT (Agriculture, Grazing and Timber Raising) District which is intended to reflect those areas which have begun a transition from rural to urban use.

Planned land use for the area is reflected in the adopted 1990 General Plan for the Eugene-Springfield metropolitan area. Envisioned is an extension of low density residential development (maximum 10 dwelling units per acre) to a large area north of Beltline Road, extending as much as 8000 feet west, north and east of the intersection with Coburg Road. Part of this area (approximately one-half square mile) occupying the northeast quadrant of the intersection, is identified as an "opportunity area", with planned residential development and associated commercial facilities suggested as appropriate.

Based on the traffic volumes, intersection delays and accident history, improvement of this intersection is justified at the present time. A continuation of regional growth trends and land development in the local area will exacerbate the present situation and make the need for improvement increasingly critical as time goes on. Completion of this project would serve to free the flow of traffic over Beltline Road to the several main distribution points which it serves. This in turn would encourage the highway's intended purpose as a principal arterial and avoid transfers of through traffic to the more central Eugene area.

DESCRIPTION OF PROJECT

Construction of the Beltline Road/Coburg Road interchange would proceed according to standard construction methods. Phase I would include the construction of four at-grade ramps from Beltline to Coburg Road and the signalization of these ramps at Coburg Road. At this time all Beltline traffic would be diverted onto the ramps and Beltline itself would be closed. Phase II would include the construction of the Beltline embankment and bridge structure across Coburg Road. Beltline would then be paved and reopened to traffic. Phase III would include the improvement of Coburg Road in the interchange vicinity including drainage, curbs, etc., and the completion of top lift paving of the ramps. The estimated maximum time for the completion of the three phases is two construction seasons (18 months total time), although it is possible the project could be completed in one season.

All embankment material, crushed rock and asphaltic concrete would presumably be obtained from existing local commercial sources. Specific sources have not as yet been identified as these would be determined by the project contractor who, in the use of these sources, would be required to conform to Standard Specifications for Highway Construction, Section 106.

Several potential sources are conveniently available to Beltline Road and I-5. Stockpiled embankment material (26,000 cubic yards) is available at the site, having been stored there earlier for the purpose of this project. A listing of the type and approximate amounts of material required follows:

Imported embankment material, 94,000 cu. yds.±
(Total required 120,000 cu. yds.)

Crushed rock, 40,500± tons

Asphalt concrete, 13,200± tons

Guard rail, 4,500 lin. ft.

Storm sewers and culverts, 812 lin. ft.

The single structure is planned to be a precast box beam bridge, 84 feet wide and 174 feet long; clearance above Coburg Road to be 17 feet.

Mile posts and termini are as follows:

Beltline Road (FAU 1035): Lane Co. Hwy. posting
M.P. 1.750-M.P. 0.998

Coburg Road (FAU 1305): Lane Co. Hwy. posting
M.P. 2.737-M.P. 2.845

Ramps:

N/W Ramp - 0.268 mi.
S/W Ramp - 0.273 mi.
S/E Ramp - 0.227 mi.
N/E Ramp - 0.194 mi.

Total miles of roadway within project limits: 1.832 miles. This is to be a Class A Freeway Interchange with design speeds based on AASHO requirements. There are to be no changes in the functional characteristics of either road.

During and after project construction, the only substantial alteration in traffic conditions would be that vehicles turning left from Coburg onto the Beltline ramps must pass through two traffic signals rather than one as at present, with the possibility that both signals could be encountered during the red phase. (Each pair of ramp ends would be signalized with Coburg Road). There would be only a small net increase in delay or inconvenience as the movements described above represent only about 13% of the total (see Attachment 3)

EXISTING ENVIRONMENTAL SETTING

The Eugene-Springfield Metropolitan Area lies at the head of western Oregon's Willamette Valley, approximately 100 miles south of Portland. As part of an ancient alluvial plain the topography of most of the area, including that of the project, is flat to gently rolling. Hills border the metropolitan area on the south and northeast. The Coburg hills rise steeply to elevations of more than 3000 feet and begin approximately 2.3 miles northeast of the subject intersection.

The McKenzie River generally parallels Beltline Road about two miles to the north. It flows westward to meet the Willamette River which is crossed by Beltline Road approximately two miles west of the Beltline/Coburg intersection.

The Eugene-Springfield metropolitan area covers approximately 100 square miles, and has a current population of about 169,000 persons with an expected year 2000 increase to 269,000. Beltline Road is one of the principal highways in this area. It is 9.87 miles long and roughly parallels the urbanized area boundary, enclosing most of the developed urban area on the north and west sides.

Coburg Road near the Eugene central area is a heavily developed commercial corridor. As it proceeds northward toward its intersection with Beltline three miles from the Eugene CBD, development becomes less intensive, and north of the intersection the road extends through a rural residential, farm, and open space setting which includes Armitage State Park. Four miles north of the intersection Coburg Road reaches the city of Coburg (population about 825), and from there it extends in a northwesterly direction to the County line.

Geology of the project area is Alder alluvial outwash gravels overlain by fine textured surface deposits (Salem gravelly silty-clay loam and Coburg silty clay loam, Land Capability Class IIS and IIW respectively). Gravel occurs at about five feet to eight feet in depth; however, soils on this site have been so modified by construction activity over the past six to ten years that very little natural soil condition exists. Topography is quite flat with a very gradual negative slope to the north-northwest.

The fauna and flora of the area are grassland and pasture oriented. Undeveloped surrounding land is covered by short grasses and weed species with a few Oregon White Oaks and various other trees. Primary use of this open land is for grazing.

A Soil Conservation Service drainageway along the north right-of-way line of Beltline drains the adjoining land toward the west; otherwise, surface drainage is along channels of old meanders and flood channel scours of the Willamette River.

The cultural environment is one common to areas just beyond the urban fringe: large ownership parcels, predominantly vacant, with a few scattered dwellings. Parcel sizes range from approximately one to five acres (lots of this size predominate in the immediate area south of Beltline Road), to more than 50 acres (immediate area north of Beltline). These parcels are in private ownership, and do not include the lands already in County ownership to be used for the project right-of-way.

Structures within the project impact area are shown on the diagram, Attachment #4 . These are limited to two dwellings, a church and a television station. An existing driveway for the property in the N.E. quadrant enters Coburg Road at a point approximately 60 feet north of the proposed ramp entrance. Plans call for the County to move this driveway entrance north a safe distance, and no problems to doing this are anticipated. The driveway for the dwelling in the N.W. quadrant will be approximately 180 feet north of the ramp end and no problem is anticipated there. No other access points are near enough to be of concern.

Public utilities of concern in the area are limited to a Eugene Water and Electric Board 115KV electric transmission line along the south side of Beltline. This line is mounted on tall concrete poles; because of their location, these poles will not interfere with the proposed ramps or structure.

ENVIRONMENTAL EFFECTS Air quality and noise are the two most significant areas of potential impact identified for the project.

A. Air Quality: Relevant to this negative declaration are previous air quality analyses performed in the Eugene-Springfield area to reach a determination of consistency between the area's long range transportation plan, Transportation Improvement Program and Oregon's Clean Air Implementation Plan (SIP).

Input data for these analyses included current traffic volumes and future volumes assigned from the E-SATS system planning tests. "Worst case" meteorological conditions were used, being defined as:

a. Between the hours of 10:00 a.m. and 11:00 a.m., "C" stability, wind speed of 8 mph, and temperature of 45° F.

b. Between the hours of 3:00 p.m. and 11:00 p.m., "F" stability, wind speed of 4.6 mph, and temperature of 60° F.

With the foregoing data and standard emission factors, the Oregon DOT provided critical traffic volumes, which if exceeded, would indicate a high probability of violating the SIP ambient air standards for carbon monoxide.

It is believed these critical volumes, which were developed for highway links, can also be used validly for comparison with projected volumes at the Beltline/Coburg intersection if the approach volumes for the two roads are added together. In addition, the critical volume for suburban arterial/collector roads is used in preference to that for freeways to account for the stop-and-go intersection situation.

The following table shows the intersection total volumes as calculated in figure 2, compared with 1975 and 1980 one-hour and eight-hour CO critical volume A.D.T.'s.

| | 1975 | | 1980 | |
|---|---|---|---|---|
| | CO 1 Hr. | CO 8 Hr. | CO 1 Hr. | CO 8 Hr. |
| Suburban Arterial/Collector Critical Volume (30 mph) | 95,000 | 35,160 | 95,000 | 54,680 |
| Beltline Road/Coburg Road Total approach volumes | (1975) 21,200 | | (1995) 37,800 | |

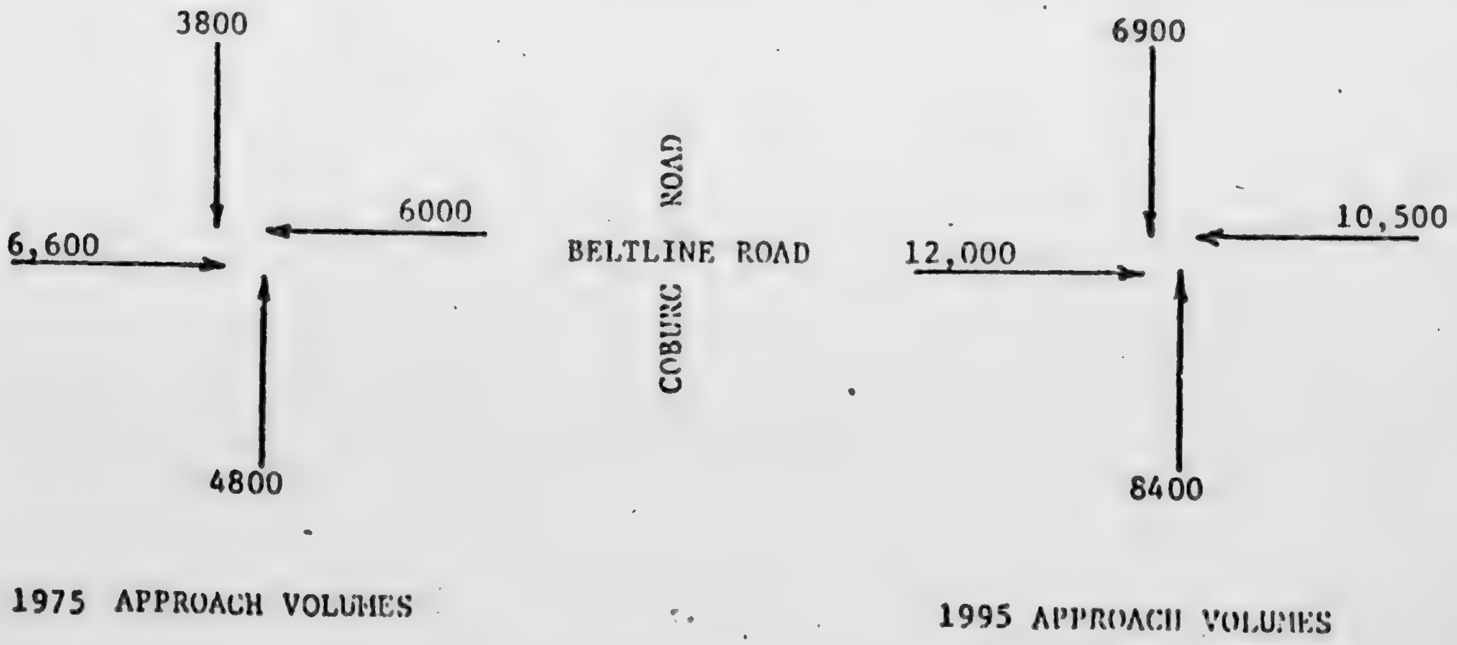

3800
6,600
6000
4800
COBURG ROAD
BELTLINE ROAD
6900
12,000
10,500
8400
1975 APPROACH VOLUMES
1995 APPROACH VOLUMES

Figure 2

Beltline and Coburg Road handcounts for 1975 and projections for 1995 were obtained through the Oregon Department of Transportation Planning Section. The data show that even 1995 total intersection volumes do not approach the 1980 critical volume for worst case conditions. In addition, the proposed project would put a large portion of the traffic into the "freeway" category which has a higher critical volume (67,340 8-hour 1975, and 87,900 8-hour 1980) thus resulting in even a greater divergence between expected and critical volumes.

Not considered in this analysis are ambient CO levels from sources other than the two highways. Since the two roads are the only major traffic carriers in the vicinity, and since the anticipated volumes are substantially lower than the critical volumes, this recognized omission would not be expected to significantly alter the conclusions reached.

Other than particulate emissions produced during the period of construction (discussed elsewhere in this report) carbon monoxide has been the only air pollutant addressed in detail. This is because other pollutants have not yet been modeled with a reasonable degree of accuracy and/or base data for this area is not available. For these reasons it has not been possible to determine whether this project will comply in all respects with the Clean Air Implementation Plan. However, Northwest Environmental Technology Laboratories, Inc. (NETL), in a consultant's air quality and noise assessment contracted for this project (attached hereto as an appendix) states,

> "If maximum ambient concentrations of CO do not violate ambient air quality standards in areas where transportation vehicles are the major source of pollution, it can be presumed that the ambient

> concentrations of other major transportation pollutants (i.e. hydrocarbons, oxides of nitrogen, etc.) would not exceed the relevant standards." (p.4)

As shown above, existing and projected CO levels should be well within SIP limits on this project.

Additional analysis using another prediction methodology for CO concentrations was performed by NETL. As reported on pp. 8-10 of their assessment, this methodology employed a mixing cell concept with a Guassian vertical dispersion and lateral wind wander dispersion approach. Six receptors were identified for the prediction of air quality. Vehicle emission rates established by EPA were used. "Worst case" air quality conditions which would produce maximum levels of predicted concentrations were assumed. This involved setting an "F" stability condition with one meter per second wind speed for both day and night periods; conditions significantly more rigorous than those set for the SIP. With this data, CO concentrations were predicted with and without the proposed project.

From the data produced by this test, the consultant concluded that there would be very little difference with or without the proposed development.

> "In some instances there may be a slight increase in pollutant levels due to the location of a ramp and an attendant increase in roadway traffic near the given receptor. In those instances where there would be an overall reduction in pollutant concentrations at a receptor it would be due to an increase in average vehicular speed. In those instances where there would be a net reduction of CO due to increased average vehicular speed, similarly these results would also be true for non-methane hydrocarbons and total particulates. In the

case of nitrogen dioxide there may be a small net increase in pollutant concentration since for this pollutant, increases in emissions are related to increases in average speed. In most instances there would be such a small incremental difference in CO concentrations with and without the proposed project, that the difference may be considered to be within the error of the prediction methodology.

"In conclusion it can be stated that in terms of air quality the overall direct effect of the project on atmospheric ambient air quality would be minimal. The proposed action would not result in a significant net change in particulates, oxides of sulphur and nitrogen, carbon monoxide or reactive hydrocarbons. The direct impact of the project on regional air quality within Lane County would therefore be minimal." (p. 10-14)

B. Noise. Traffic on the two roads is the only significant generator of sound in the area, thus simplifying the situation for prediction purposes. Standards used for an evaluation of existing and forecast noise are those promulgated by FHWA, which specify that for land use category $B^2$ (that most nearly matching existing and expected land uses for the area) the Leq noise level should be no higher than 67 dBA (exterior reading), and for the peak hour $L_{10}$ noise level with exterior reading, it should be no higher than 70 dBA.

Existing noise level readings were taken by NETL at three locations shown on Attachment #4 using a procedure described on page 26 of their report (see Appendix). Each measurement period was 15 minutes long; classified traffic counts were taken during these measurement periods.

The consultant modeled noise on the roadway network using Program Report 117 and TSC noise programs as described on pages 26-29 of the NETL report. The following table shows measured noise levels and those predicted by the consultant for 1975 and 1977 peak and average hours at the three noise-sensitive locations with and without the project.

In addition, the consultant determined peak and average hour noise levels along both Coburg Road and Beltline Road at points removed from the three specific sites (see tables pp. 38 and 39 of consultant's report). As indicated, noise levels along Beltline and Coburg Roads generally would be less following the proposed action. The proposed project would increase average traffic speeds along both roads. While an increase in traffic speeds would increase passenger car noise, the reduction in truck noise would result in an overall net reduction in noise from the roadways.

For the three specific sites, data on the table indicates the following: the $L_{10}$ of the peak hour as modeled for current 1975 conditions is approximately at FHWA maximums for sites #1 and #2. Site #3 is approximately 3 dBA less than maximum due to the presence of stored fill material within the Beltline right of way. All Leq levels are within the FHWA standard.

Without the project, noise levels for 1977 would remain about as at present. Also in 1977, at measurement site Number 1, there would be essentially no difference with or without the proposed action because the addition of traffic along the eastbound off-ramp from Beltline would negate the reduction in noise due to an overall increase in average traffic speed. At site #2 there would be a three dBA increase in the peak hour $L_{10}$ due to additional noise from ramp traffic. This is an increase which is barely discernible. The peak hour $L_{50}$ and the average hour $L_{10}$ and $L_{50}$ would remain about the same with or without the project. At site #3 the peak hour $L_{10}$

## TABLE

Measured Noise Levels (Measurement periods 15 min.)

| Site | L-10 | L-50 |
|---|---|---|
| 1 | 66 | 58 |
| 1 | 65 | 61 |
| 1 | 65 | 61 |
| 2 | 70 | 63 |
| 2 | 66 | 60 |
| 2 | 62 | 57 |
| 3 | 64 | 57 |

|  | 1975 Peak Hour Predicted |  | 1975 Average Hour Predicted |  |
|---|---|---|---|---|
|  | L-10 | L-50 | L-10 | L-50 |
| 1 | 71.5 | 62.9 | 67.3 | 58.9 |
| 2 | 70.6 | 63.9 | 67.2 | 58.9 |
| 3 | 67.2 | 59.6 | 63.1 | 52.9 |

|  | 1977 Peak Hour Predicted |  |  |  | 1977 Average Hour Predicted |  |  |  |
|---|---|---|---|---|---|---|---|---|
|  | W/O Project |  | With Project |  | W/O Project |  | With Project |  |
|  | L-10 | L-50 | L-10 | L-50 | L-10 | L-50 | L-10 | L-50 |
| 1 | 72.0 | 63.5 | 71.0 | 63.5 | 67.7 | 59.5 | 67.7 | 59.7 |
| 2 | 71.0 | 64.6 | 74.0 | 64.4 | 67.7 | 59.6 | 69.6 | 60.3 |
| 3 | 67.6 | 60.4 | 74.4 | 65.3 | 63.6 | 53.7 | 69.8 | 59.6 |

would increase to approximately 4 dBA above FHWA standards, also a result of ramp traffic.

Short term increases in noise level due to construction activities must be recognized. The NETL study lists expected ranges of noise level for different types of construction equipment and operations (p. 42). Earthmoving equipment would produce the highest noise levels of those types to be used, and these produce approximately 95 dBA maximum at 50 feet. Assuming distances of about 200 feet from each of the noise sensitive receptors (residences) to the nearest ramp, standard conversion tables indicate that the noise level would be about 78 dBA maximum when noise generating equipment was at its nearest point to the dwellings. It is not likely that such maximum conditions would be realized frequently, if at all.

C. Other. The project will have a potential for aesthetic and scenic effects by virtue of the fact that it is a physical structure, a portion of which is elevated to a maximum of 23 feet above ground level. As the area is practically undeveloped, the visual effect of the project will be experienced predominantly by occupants of motor vehicles using either Beltline or Coburg Road. The Coburg Hills under favorable climatic conditions can have scenic value, but the view of these will not be blocked except immediately adjacent to the structure. The two dwellings in the vicinity already have their view toward the project shielded by on-property outbuildings, trees, or earth berms. No other aesthetic or scenic effects have been identified.

**ALTERNATIVES TO THE PROPOSAL** Since this project is for the purpose of reducing congestion and improving safety at a specific location within the major road system, no route relocation alternative is considered feasible, either in monetary or in environmental terms.

Design alternatives to the proposed diamond interchange should satisfy the following conditions: (1) Beltline Road, which carries the preponderant volume of through traffic, to have unimpeded through traffic flow; (2) access from Coburg Road to Beltline and vice versa to be available in this general area. The least land consumptive way to satisfy these conditions and still accommodate future traffic volumes is with a diamond interchange.

A possible alternative design within the constraint of a diamond interchange would be to incline the access ramps. This would provide shorter ramp length, thus reducing the amount of surfacing material required and somewhat increasing the distance between vehicle travelways and several adjoining properties. The tradeoffs are increased amounts of fill required to support the ramps and probable increases in both air and noise pollution. Because of the available right-of-way and the negative effects of elevated ramps just mentioned, at-grade ramps were chosen.

Alternative transportation modes and the effect of changes in trip-making habits have also been considered in evaluating the need for this improvement. As part of the now-developing Metropolitan Transportation Plan, computerized models have demonstrated the effect of various levels of public transit and tripmaking reductions in decreasing traffic overloads. In one example, year 2000 projected traffic loadings were based on assumptions that (1) 10% of all person trips made within the metropolitan area would be made by transit, and (2) there would be an overall 10% reduction in tripmaking. Even with these assumptions, Beltline east of Coburg Road, and Coburg Road south of Beltline still had problems with excessive traffic loadings.

More modest alternatives have also been considered. One directed toward decreasing the frequent rear-end collisions would be the installation of pavement ridges for a washboard effect at increasingly frequent intervals as the intersection is approached, thus causing drivers to slow their speeds. Solutions of a similar scale have already been incorporated within the intersection area. Flashing amber lights on the approaches as well as overhead intersection lighting were a part of the original construction. More recent addition of a warning sign about a half mile east of the intersection has apparently been responsible for reducing accidents noticeably from what they once were.

However, none of these solutions is an answer to the increasing amounts of traffic or to the accident problem in the long run. For this, grade separation was deemed necessary.

## DISCUSSION OF ENVIRONMENTAL IMPACTS

Impacts on the natural environment of the area are considered to be very minimal. No additional right-of-way will be needed, and land within the existing right-of-way has been significantly altered from its natural state by previous construction activities. The area has no unique habitats for fauna or flora. Surface runoff patterns will not be negatively affected, and the drainage channel north of Beltline will remain outside the project area and undisturbed. This drainage channel empties into a slough of the Willamette River approximately 3000 feet to the northwest, and the slough itself carries runoff another 3000 feet before it is emptied into the main channel. Runoff from the north side ramps is therefore not expected to have any impact on the river.

The NETL air quality and noise assessment has shown that there should be negligible change in the general area with respect to vehicle emissions or noise, and thus little impact on the natural environment. Noise and air pollution will undoubtedly be greatest during the period the project is under construction. During this time there will be an increase in dust, vehicle emissions from construction equipment in addition to the normal traffic, and noise of all the required construction activities. Since the area is not significant with regard to natural species sensitive to these effects, the implications on the human environment are of more relevant concern.

Air quality and noise impacts of construction activities will be of a transient, short-term nature and limited to the immediate project environs. "Noxious odors from diesel equipment and relatively small quantities of emissions of carbon monoxide, non-methane hydrocarbons, oxides of nitrogen and oxides of sulphur will occur. The greatest potential for short-term air quality impacts will occur from suspended particulates. Particulate loading can be moderately severe during digging, hauling, and compacting of significant quantities of soil and gravel as well as during movement of construction equipment." (NETL, p. 14). Primary periods for the generation of these impacts will occur during grading and the laying of base material for the ramps (Phase I) and the construction of the embankment for the Beltline overcrossing (Phase II). These operations are expected to last for most or all of one construction season.

Noise from these activities can be predicted more quantitatively than can air quality impacts. The NETL study lists expected ranges of noise level for different types of construction equipment and operations (p. 42). Earthmoving equipment would produce the highest noise levels of those types to be used, and these produce approximately 95 dBA maximum at 50 feet. Assuming distances of about 200 feet from each of the noise sensitive receptors (residences) to the nearest ramp, standard conversion tables indicate that the noise level would be about 78 dBA maximum when noise generating equipment was at its nearest point to the dwellings. It is not likely that such maximum conditions would be realized frequently, if at all.

The consultant's study also evaluated more permanent noise and air quality changes as a result of project implementation. For air quality, it concluded that there would be very little difference with or without the proposed development. On one hand there would be a slight increase in pollutant levels at specific receptors due to the location of a ramp, and an attendant increase in roadway traffic. On the other hand there would be an overall reduction in pollution concentrations due to an increase in average vehicular speed.

Based on analysis completed for the Metropolitan Transportation Plan, it is clear that the proposed improvement would be well within limits of the State's Clean Air Implementation Plan, at least with regard to carbon monoxide. Other pollutants have not been modeled due to a lack of base data.

For noise impacts the study concluded that there would be no difference in noise levels with or without the project at distances greater than approximately a quarter mile. Noise levels along the Beltline and Coburg Roads generally would be less following the proposed action. While an increase in traffic speeds would increase passenger car noise, the reduction in truck noise would result in an overall net reduction. Elevating Beltline Road would lower noise levels at locations near the roadway (NETL, p. 37).

The three local noise sensitive receptors were evaluated by the consultant who concluded that at measurement site No. 1, noise levels would remain approximately unchanged with or without the project.

At measurement site No. 3 the noise difference with and without the project are predicted at 4.3 dBA. In addition, the peak hour $L_{10}$ would be about 3 dBA in excess of the FHWA standard.

At site No. 2 the peak hour $L_{50}$ and the average hour $L_{10}$ and $L_{50}$ would remain about the same with or without the project. The peak hour $L_{10}$ would increase by about 2 dBA with the project, an amount barely discerible to the human ear.

One of the principle design features tending to minimize the potential of both air pollution and noise is the flattened gradient of the structure and ramps. The ramps are to be at-grade, will be nearly flat, and have been placed as close to Beltline Road as possible. The approaches to the bridge structure will have only a very gradual grade, reaching a maximum of 4 percent for only a short distance.

In addition to interchange design, other methods for mitigating noise at Site 3 were studied. It was found that a 13.5-foot noise barrier, or a 10.5-foot noise barrier with a 1.5-foot high curb along the shoulder of the overpass structure at an approximate length of 500 feet, would be necessary to reduce noise levels to 70 dBA $L_{10}$. However, a wall of either height mentioned above, placed within 70 feet of the dwelling, was considered to have an aesthetically adverse effect on the property, and the cost of constructing an effective barrier would be greater than the assessed valuation of the property and improvements.

As stated in the above paragraph, measures can be taken to meet the FHWA noise guidelines. However, these measures are not considered reasonable in view of the small reduction of noise levels which could be attained, and the creation of additional negative impacts (primarily aesthetic) of a noise barrier. Therefore, an exception to the FHWA peak hour $L_{10}$ standard of 70 dBA will be requested.

Traffic. The proposed facility is not expected to alter traffic patterns or volume in the short run. The same trips will be served, but in a safer and, for Beltline traffic, a freer-flowing manner. In the long run, when the existing facilities would have reached or exceeded capacity, the proposed project will accommodate the increased traffic volumes, thus preventing transfers to other parts of the transportation system.

Land Use. The degree to which the proposed overpass will affect local development or land values is very difficult to assess. Various private development proposals have been under consideration for several years. The area is on the developing urban fringe. In addition, the adopted comprehensive plan projects low density residential development for a large area north of Beltline, and declares the northeast quadrant as an "opportunity area" for (presumably) more intensive development. Thus, although development of the area can be expected in any case, the reduced frictions to movement resulting from the project will probably tend to accelerate development somewhat.

Aesthetics. Aesthetic evaluations arise from the appearance of the proposed structure itself and the addition it makes to the landscape. Although modern bridge design is intended to make a structure such as this as attractive as possible, there are always those who feel that any structure is an eyesore. There is no question that the bridge and embankments will be a noticeable added feature on the landscape (height at maximum point about 23 feet). However, it is not high enough or situated so as to appreciably block a view of the Coburg Hills (except at very close range), and neither of the residences will have its view of the hills blocked. Landscaping for the project will be limited to properly grading slopes and the planting of hedgerows as described on page 20.

Referral and Public Comment. This project proposal has been reviewed by the Lane Council of Governments and other local jurisdictions as part of the Transportation Improvements Program process. The project proposal and this Negative Declaration will be available to the public and will be open to criticism and comment.

Summary. It can be concluded that while there will be some noticeable effects from the project during the construction phase (increased suspended particulates, noise, presence of construction vehicles in addition to normal traffic), there will be no disruption of traffic or adverse effects of sufficient scale to seriously aggravate or inconvienience nearby property owners or the public in general. The beneficial effects of the project will be increased safety and elimination of the impediment to east-west traffic over Beltline Road.

On May 11, 1976 the draft negative declaration was circulated to concerned local agencies, and on May 13 and May 14, 1976 legal notices appeared in the area's two local newspapers advertising the availability of the draft negative declaration for review and comment. In addition, general news stories were published calling attention to this project and the opportunities for public response.

There have been no comments received either from the public or local staff agencies regarding the draft negative declaration during the 30 day response period.

**BASIS FOR A NEGATIVE DECLARATION**

This project constitutes a Category 3 major action. It is the conclusion of the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Assistant State Highway Engineer — 6-21-76 Date

/S/ G.L. GREEN
FHWA Division Engineer — 6-30-76 Date

# ATTACHMENTS

| | |
|---|---|
| Attachment 1a | Letter dated February 6, 1976 from Verner J. Adkison, Director, Lane Regional Air Pollution Authority to Mr. Al Driver, Director, Department of Transportation. |
| Attachment 1b | Map showing Location of Proposed Beltine/Coburg Road Interchange. |
| Attachment 2 | City Limits and Zining Boundary Map |
| Attachment 3 | Vehicle Turning Movement Count Summary |
| Attachment 4 | Proximity Map |

**Lane Regional AIR POLLUTION AUTHORITY**

*16 OAKWAY MALL*
*EUGENE, OREGON 97401*
*AC 503 686-7618*

*VERNER J. ADKISON*
*Program Director*

February 6, 1976

Mr. Al Driver
Director, Department of Transportation
135 East 6th Avenue
Eugene, Oregon 97401

Dear Mr. Driver:

After careful review of the documents you recently submitted regarding the proposed Beltline/Coburg Road Interchange, our staff has developed the following responses to your inquiries:

(1) In our opinion, since the project will not have a deleterious effect on air quality, it is consistent with the Clean Air Implementation Plan.

(2) The project will not have to have an Indirect Source Construction Permit.

(3) At this time, we would not attempt to add any estimates of CO levels to those already presented.

(4) Although additional field measurements of CO would be advantageous, they are not necessary.

(5) For the most part, we concur with the findings and proposed actions with regard to air quality and noise, presented in the Negative Declaration.

We find no environmental reason for not proceeding with this project. In fact, with regard to CO levels, it will probably be advantageous to proceed with this project.

I hope that this adequately responds to your needs. If you have any further questions, please contact this office.

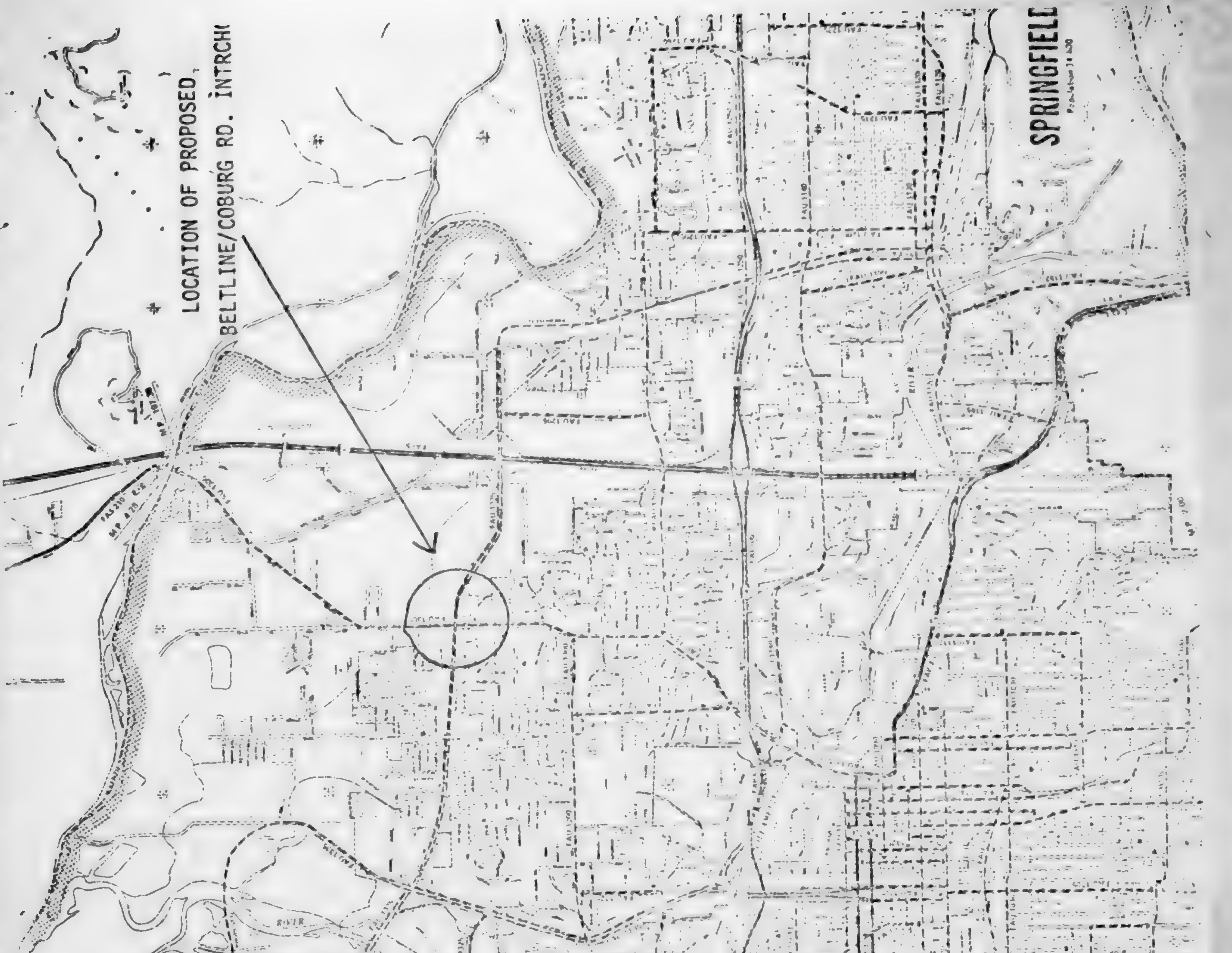
Cordially,

Verner J. Adkison
Director

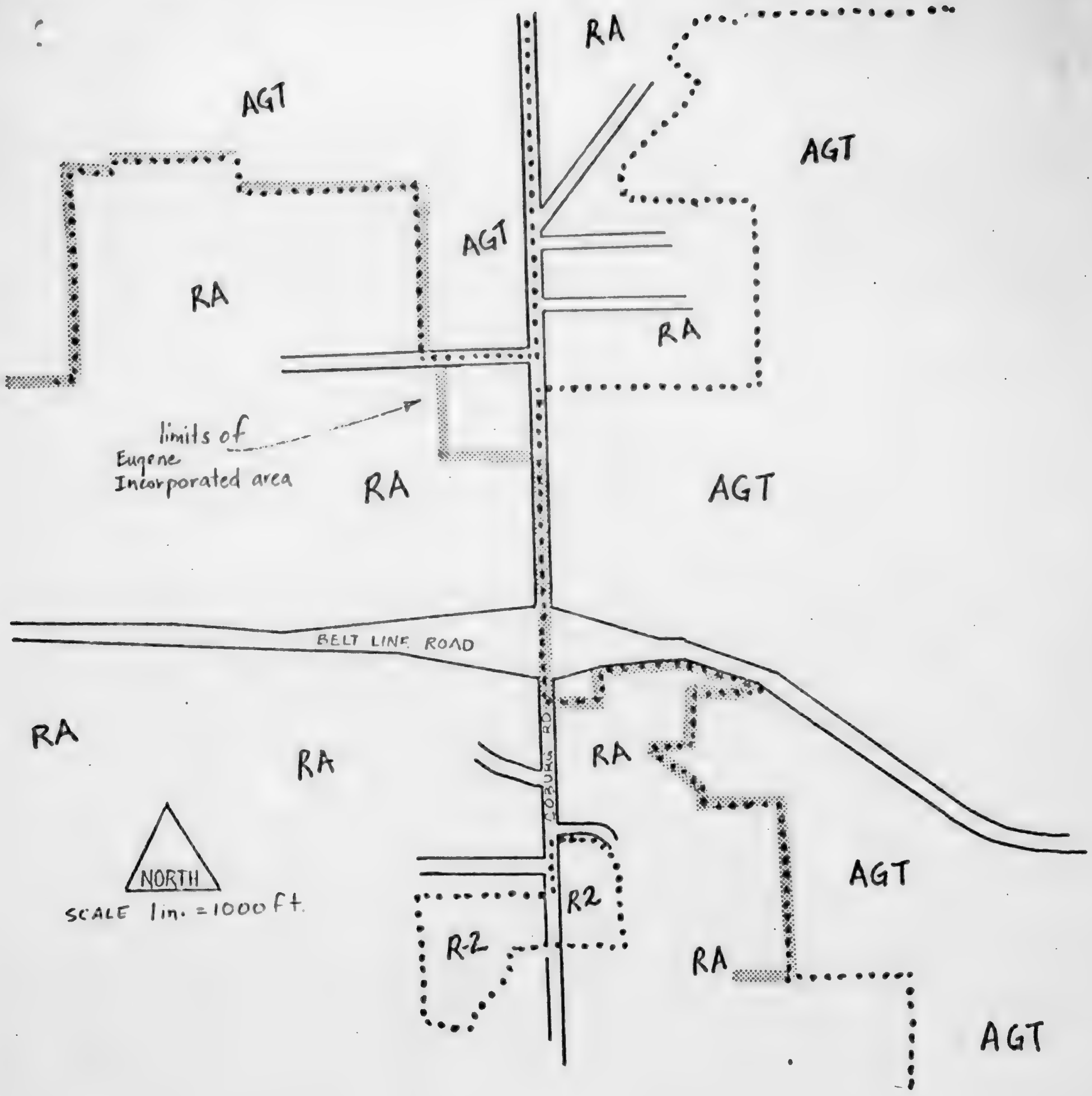
VJA/dm

*Clean Air Is A Natural Resource - Help Preserve It*

Attachment 1a


LOCATION OF PROPOSED
BELTLINE/COBURG RD. INTRCHG
SPRINGFIELD
EUGENE
RIVER

Attachment 1b


RA
AGT
AGT
AGT
RA
RA
limits of Eugene Incorporated area
RA
AGT
BELT LINE ROAD
COBURG RD
RA
RA
RA
NORTH
SCALE 1in. = 1000 ft.
AGT
R2
R-2
RA
AGT

City Limits and Zoning Boundary

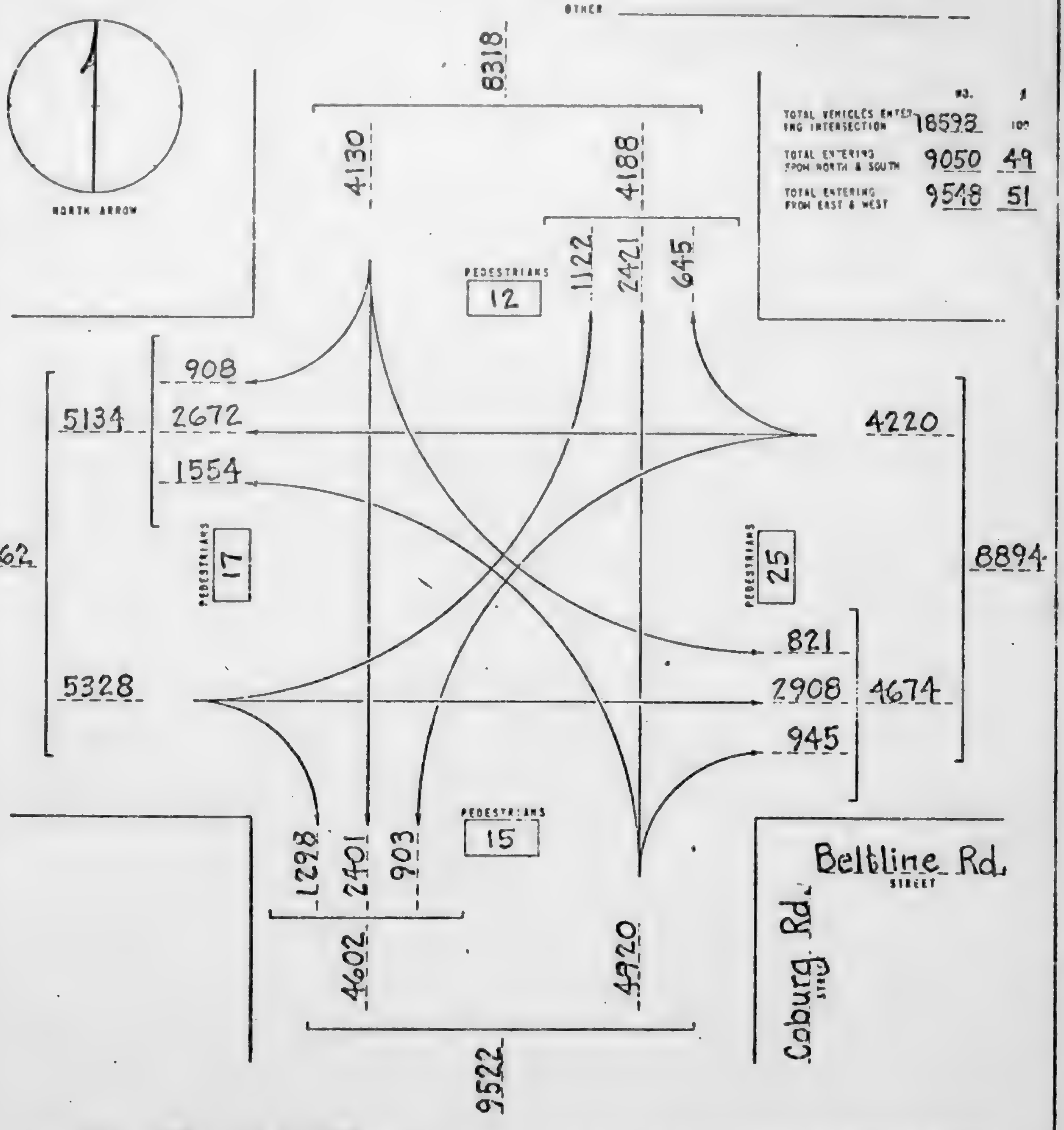
Attachment #2

VEHICLE TURNING MOVEMENT C — FORM A

SUMMARY

ACTUAL COUNT (VEHICLES) 12 HRS.
HOURS COUNTED 7:00 a.m. – 7:00 p.m.
ACTUAL COUNT (PEDESTRIANS) 12 HRS.
HOURS COUNTED 7:00 a.m. – 7:00 p.m.
WEATHER Clear

DATE 7-23-73
DAY OF WEEK Monday
INTERSECTION OF Beltline Rd.
AND Coburg Rd.
VEHICLE CLASSIFICATION:
☐ TRUCKS ☐ PASSENGER VEHICLES ☑ ALL
OTHER

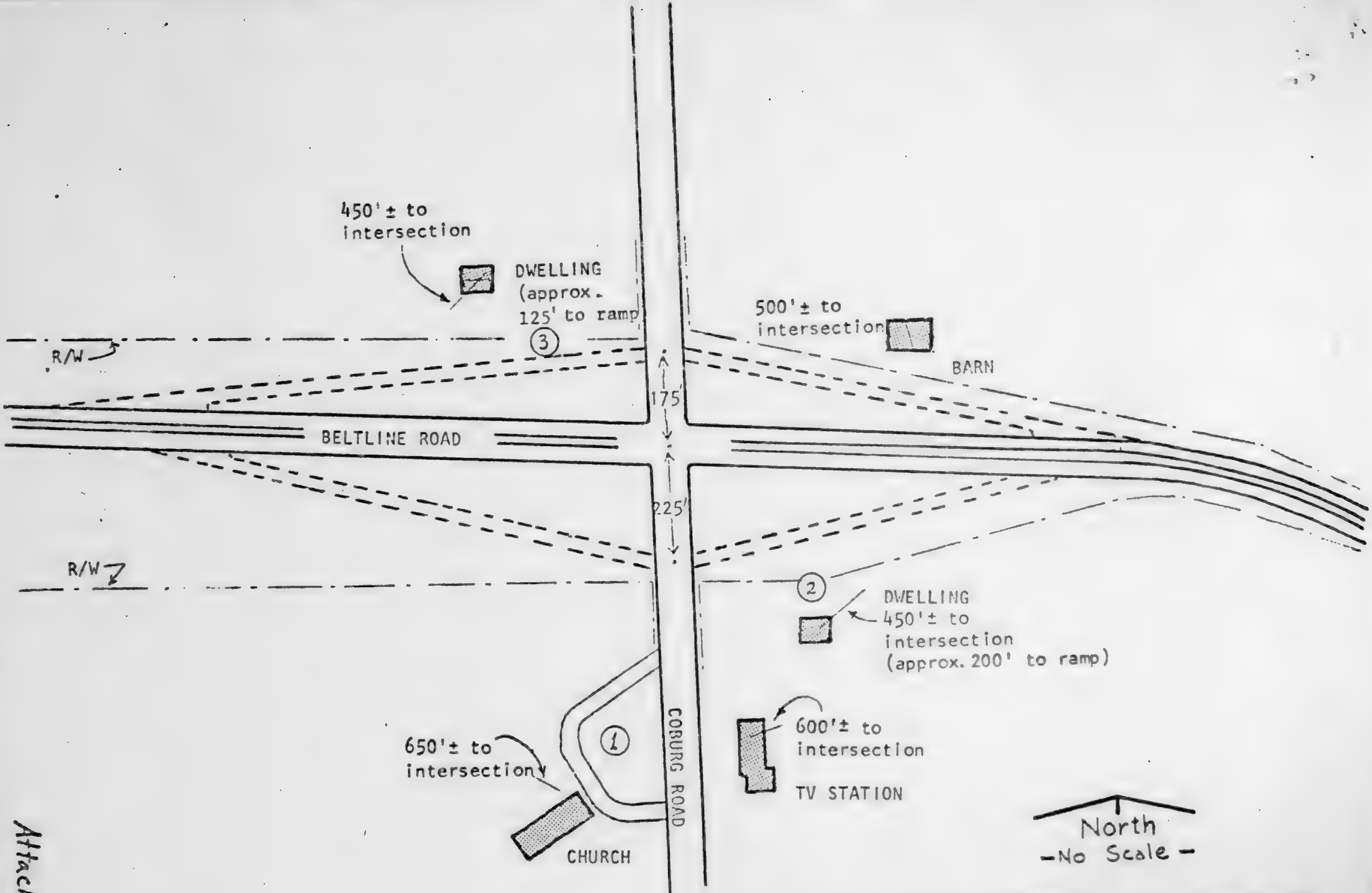

NORTH ARROW
8318
4130
4188
PEDESTRIANS 12
1122
2421
645
908
5134
2672
1554
4220
10462
PEDESTRIANS 17
PEDESTRIANS 25
8894
821
5328
2908
4674
945
PEDESTRIANS 15
1298
2401
903
4602
4920
9522
Beltline Rd. STREET
Coburg Rd. STREET

| | NO. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 18598 | 100 |
| TOTAL ENTERING FROM NORTH & SOUTH | 9050 | 49 |
| TOTAL ENTERING FROM EAST & WEST | 9548 | 51 |

REMARKS 12 HR. VOLUMES

LANE COUNTY DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
TRAFFIC ENGINEERING SECTION

Attachment #3


450'± to intersection
DWELLING (approx. 125' to ramp)
3
R/W
500'± to intersection
BARN
BELTLINE ROAD
175'
225'
R/W
2
DWELLING 450'± to intersection (approx. 200' to ramp)
1
COBURG ROAD
650'± to intersection
CHURCH
600'± to intersection
TV STATION
North
-No Scale-

Notes:
1) This drawing diagrammatic only. Measurements obtained from aerial photos and design drawings.
2) Locations measured to center point of intersection.
3) ① Location of consultant's noise level readings.

Attachment #4

Rulien

FA-S

PRO 6

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

**P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 15, 1976

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge your letter of June 14, 1976, forwarding a copy of the final negative declaration, a letter-type study report and a formal request for design approval.

We note that a copy of the declaration has been forwarded, as per Mr. Engelmann's suggestion, to our Salem Environmental Section. By a copy of this letter, this office is forwarding a copy of your letter to the Project Management and Final Design Sections, so that Design approval may be requested, and the project included on the bid letting schedule at the earliest possible time.

You will be kept advised of any new information along these lines as soon as we have the information.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

6/22/76
Copy to Buz Swan
pd.

GC/slc

cc: L.W. Rulien ✓
Hal Versteeg
L.E. George
Bill Anhorn
Ellis Jones
Eb Engelmann

PROJECT MANAGEMENT
JUN 18 '76
REFER TO
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

RECEIVED
COUNTY & CITY SECTION
JUN 22 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

lane county

June 14, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

The required 30 day public response period for the draft negative declaration on the Beltline-Coburg Road interchange has expired with no comments offered by either members of the public or local agencies to which the document was circulated.

We therefore submit this study report to that effect, along with a copy of the final negative declaration which is substantially the same document as the revised draft negative declaration.

We formally request design approval by the Federal Highway Administration for this project to include an overpass structure on Beltline Road with a width of 84 feet (4 @ 12 ft. travel lanes, 16 ft. median, and 10 ft. A.C. shoulders), at-grade access ramps between Coburg Road and Beltline, signalization at ramp ends, and lighting.

Very truly yours,

Al Driver
Al Driver, Director
Department of Transportation

GC:cg

cc: George Ramjoué

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

8410 Beltline Rd. @ Coburg Rd. 1976
(Eugene) Sec.
(Grade, pave, struct.,sign & sig.)#1

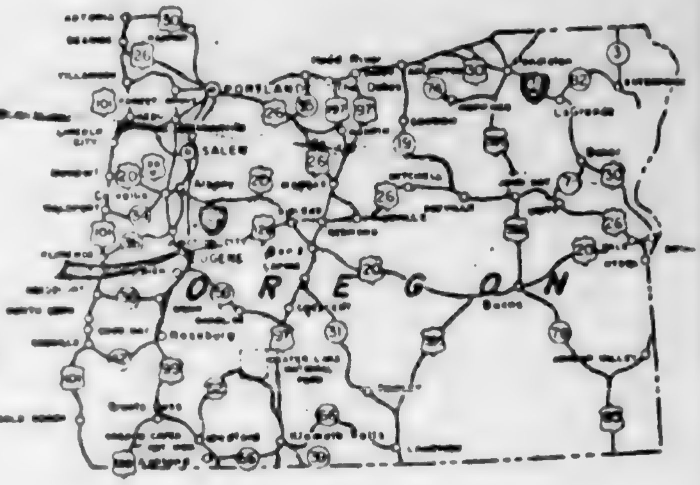
C l A 5288 10-22-75

| BELTLINE RD/COBURG RD (EUGENE) SEC.<br>FAU 1035 (BELTLINE RD)<br>LANE COUNTY | | | | SHEET No<br>1 |
|---|---|---|---|---|
| FED ROAD Div No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEET. |
| 10 | OREGON | | | See index |

PRELIMINARY COPY
APR 29 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

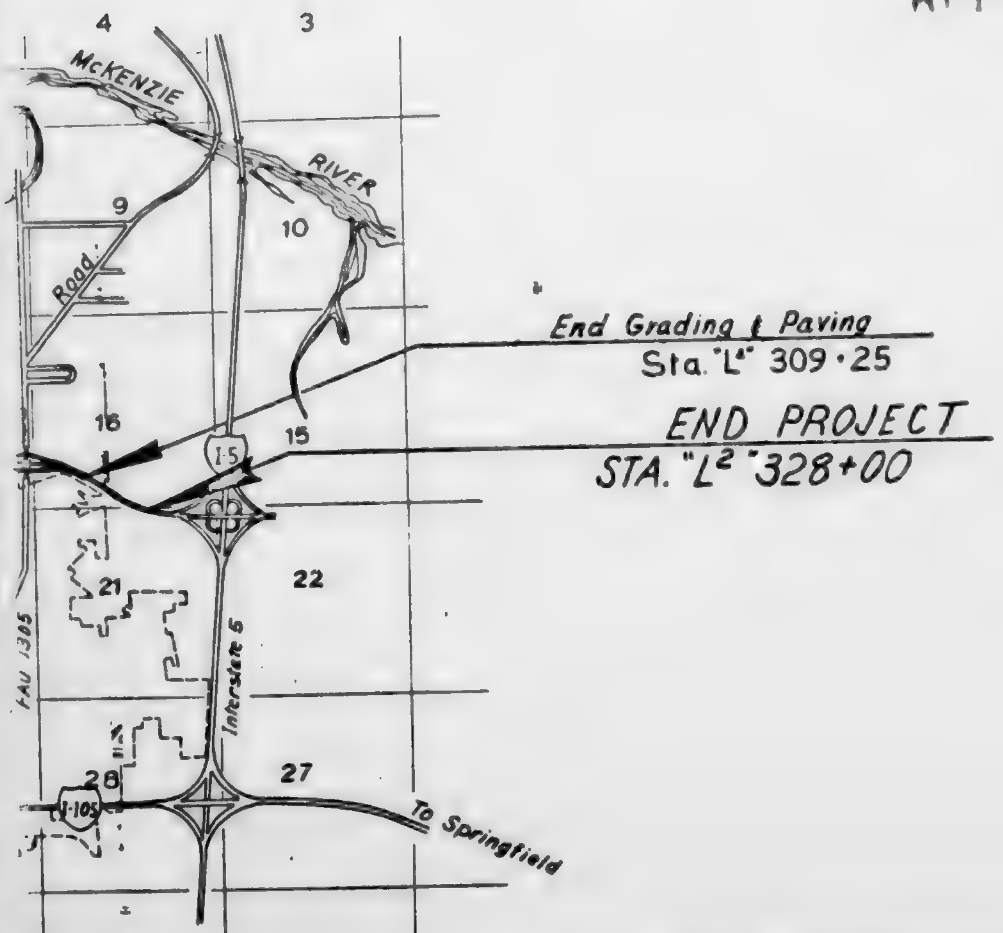
OREGON
Y DIVISION
POSED PROJECT
CTURE, & SIGNALS

# HANGE)
# RG RD. (EUGENE) SEC.
## ELTLINE RD.)
UNTY



PORTLAND
SALEM
OREGON

APPROVED Al Driver
Lane County



4
3
McKENZIE
RIVER
9
10
Road
End Grading & Paving
Sta. "L" 309+25
END PROJECT
STA. "L²" 328+00
16
15
I-5
21
22
FAU 1305
Interstate 5
28
27
I-105
To Springfield

RECEIVED
COUNTY & CITY SECTION
MAY 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Fred B. Klaboe ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter DEPUTY HIGHWAY ENGINEER

ap

O FT.

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson Chairman
Gordon Coleman Commissioner
Michael P. Hollern Commissioner
Robert L. Mitchell Commissioner
Tom Walsh Commissioner
Robert A. Burco Director Of Transportation

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ______________________

DISTRICT ENGINEER DATE

7 4 1

FORM 81.734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 11, 1976

FILE:

FROM: John Day
John Day

TO: MEMO TO THE FILES

SUBJECT: Temporary Protection and
Direction of Traffic
Beltline Rd. at Coburg Rd. (Eugene)
and Coral Ave. -Maxwell Rd. Sections

On Friday, May 7, 1976, I discussed methods of payment for Temporary Protection and Direction of Traffic on the above project with Mr. John Schmidt of Lane County.

I pointed out that our practice has been to pay unit prices for signs, barricades, flagmen, etc. and that this practice has come to be expected by bidders as well as the fact that we find adjustments and changes in temporary protection much easier to handle through bid item quantity changes rather than negotiated prices under the contract.

Mr. Schmidt told me Lane County has been bidding all temporary protection on a lump sum basis for some time and has had no problems with changes under this method and has not negotiated price adjustments for such changes. Also he told me that he and Mr. Price, the County Engineer, had discussed our methods of unit prices and Mr. Price was very much in favor of continuing their usual lump sum payment procedure on this project. With their more limited field personnel they felt determination of pay quantities would be difficult to verify.

NOTED
E. S. HUNTER

JD:fw

cc: E. S. Hunter
J. H. Versteeg
Alfred Shirley, Jr.
William Anhorn

RECEIVED
MAY 13 1976

FHUS Rulien

**OREGON BRIDGE ENGINEERING CO.**
**CONSULTING ENGINEERS**

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

April 23, 1976

RECEIVED
COUNTY & CITY SECTION
APR 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Walter J. Hart
Bridge Engineer
Oregon State Highway Division
328 State Highway Building
Salem, Oregon 97310

Re: Beltline Road Overcrossing of Coburg Road
FAS 860, Bridge No. 16267

Dear Mr. Hart:

Transmitted herewith are the completed tracings, Dwg. No's 31258 through 31272, for the subject project.

We will be completing the engineer's estimate and revisions to the special provisions (deletion of the roadway lighting) in the next week or two and will send you copies at that time.

Very truly yours,

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

cc: George Price
Glen Clark ✓
Ellis Jones

Dee - copy to Rulien
Glen

PROJECT MANAGEMENT
APR 28 '76
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FAS 860 - (see Eugene)

lane county

April 20, 1976

Mr. D. O. Christensen
Final Design Engineer
Oregon State Highway Division
Salem, OR

Re: Beltline-Coburg Road Interchange in Eugene, Oregon

Dear Sir:

In compliance with requested time schedules as they apply to the subject project, we respectfully submit herewith, directly to the Salem design office, the completed "mylar drawings" for the grading, paving and landscaping portion of the work.

It is our understanding that the structure portion of the plans will be submitted by Oregon Bridge Engineering Company.

Very truly yours,

George Price
Principal Engineer

JS:jl

enc:

cc: Mr. Glen Clark
    Mr. Ellis Jones

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ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

faus Rulien

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
April 15, 1976

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Project Advancement
Beltline Road-Coburg Road Interchange
FAUS Project
Lane County

The subject project has (due to Lane County desires) been "pushed" in order to attempt a letting date of June 24, 1976.

The plan reviews are now complete (except minor traffic signal) changes) and the mylars should be in Salem from Lane County early next week.

The attached letter from Mr. Unrein "sparked" a rush meeting to extract the negative declaration from Lane County and to acquaint them with the possibility that the letting date may still be set back.

The County presented a letter dated April 14, 1976, to our Environmental Section that had been awaiting follow-up data given the County by telephone from their consultant. The data arrived shortly after the meeting held March 15, 1976, in Mr. Al Driver's office. The letter and supporting data were hand carried to our Salem office.

It is hoped by the County that no hearing will now be required and that the letting date can be attained.

Those attending the meeting were as follows:

Mr. Al Driver, Lane County
Mr. George Price, Lane County
Mr. John Goodson, Lane County
Mr. George Cappelle, Lane County
Mr. Alfred Shirely, Jr., OSHD
Mr. Glen L. Clark, OSHD
Mr. Jack Ayres, OSHD
Mr. Eb Engelmann, OSHD
Mr. Ellis Jones, OSHD

GLC/dt
Attachment

cc: L. W. Rulien
William Anhorn
Ellis Jones
D.E. Swan

Unrein

PROJECT MANAGEMENT
APR 19 '76
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FOR
Info | Investigate | R.D. | Action | File | Letter | See me

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APR 26 1976
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lane county

April 14, 1976

Mr. George Ramjoué
Research Coordinator
Environmental Section
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Ramjoué:

Additional noise analysis for the Beltline/Coburg Interchange has now been completed by Northwest Environmental Technology Laboratories.

Their letter of March 31 (attached) was in answer to our request for a breakdown of noise levels by source, i.e. ramp and overpass structure. Since the original data was collected, more accurate data has become available regarding the distances between dwellings and subject travelways. A second run was made using the corrected distances, and the results are contained in their second letter, dated April 13th.

To summarize their conclusions, a 13.5 foot noise barrier, or a 10.5 foot noise barrier plus a 1.5 foot high curb along the overpass structure shoulder, would be necessary to reduce noise levels below 70 dBA. In either case, the necessary length of these structures would be approximately 500 feet.

Our evaluation of site 3 is that a wall of either height mentioned above, placed by necessity within 70 feet of the dwellings, would be such a detriment to the property that it would significantly lower its value. In addition, the cost of any effective barrier would probably be greater than the $18,910.00 assessed valuation of the land and improvements.

For site 2, the change between peak hour $L_{10}$ noise levels without and with the project is a change from 69.8 dBA to 71.7 dBA, a difference of 1.9 dB, not an audible difference to the human ear.

In the design of this project, every effort has been made to minimize grade changes which would result in higher noise levels. All four access ramps are at grade. The approaches to the overpass structure have been designed so that the majority of the approach distance on both sides of Coburg Road is 1% grade. Maximum uphill grade for the whole project is a 250 foot section of 3.93%.

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

Ramps have been placed as close to Beltline Road as possible while still affording reasonable distance for safety and freedom from congestion between ramp termini at Coburg Road.

Considering the above, every reasonable effort has been made to minimize the adverse effects of the project on surrounding properties. Although extraordinary measures could be taken to meet the FHWA guidelines, these measures are not considered reasonable in view of the small reduction in noise level to be attained and the creation of additional negative impacts (primarily aesthetic) which the additional structures would create.

For these reasons we intend to request an exception to the FHWA peak hour $L_{10}$ noise standard of 70 dBA to permit completion of this project as presently designed.

Very truly yours,

Al Driver

Al Driver, Director
Department of Transportation

Northwest Environmental Technology Laboratories, Inc.
a subsidiary of AGM, INC.

2112 Third Avenue
Suite 304
Seattle, WA 98121
(206) 624-9920

March 31, 1976

George Capelle
Lane County Department of Transportation

Re: Additional Noise Considerations
Related to the Proposed Coburg-Beltline
Interchange

The proposed development will result in noise exceeding the FHWA 70 dBA standard for the $L_{10}$ level at two sites designated as sites 2 and 3 in Figure 3 contained in the report "Air and Noise Assessment for the Proposed Coburg-Beltline Interchange" (NETL No. 147-75-055-B). Pursuant to your request of March 30, 1976, we have reviewed the computer print-outs and run some additional computer results to indicate the contribution of noise at the two receptors from Beltline Road, Coburg Road and the access ramp. The enclosed table summarizes the noise breakdown.

The original report shows that the greatest increase would occur at site 3, where the $L_{10}$ level after development would increase to 74.4 dBA from a pre-construction level of 67.6 dBA. The enclosed table shows that at both sites 2 and 3, the ramp is by and far the largest noise contributor. The dependence of ramp speed on $L_{10}$ noise contribution level is also indicated where it is shown that lower noise levels occur at higher ramp speeds. This is due to the fact that noise from trucks is a relatively large contributor and trucks generate proportionately greater noise at the lower speeds.

To obtain compliance with FHWA 70 dBA $L_{10}$ standard at the residences could entail the following measures:

1. Restriction of truck access.
2. Re-design of the ramps to place them closer to the Beltline Road.
3. Placement of an acoustical barrier between the ramp and the residence involved.

With a ramp speed of 30 miles per hour as shown, an acoustical barrier along the ramp road to isolate the residence from ramp generated noise would not be sufficient to reduce the noise level below the FHWA 70 dBA standard. For example, a 10 dB barrier would still result in an expected noise level of 70.29 dB at the residence. A more thorough analysis of the problem could be provided given an accurate determination of expected truck traffic, ramp speeds, and roadway speeds.

We would be pleased to clarify any questions you may have regarding this input.

Very truly yours,

John M. Lansinger

John M. Lansinger
Vice President

JML/dc

Enclosures

## NOISE CONTRIBUTION FROM SPECIFIED ROAD SEGMENT AT SITE 2

| | Beltline | Coburg | Ramp | Ramp | Ramp | Ramp |
|---|---|---|---|---|---|---|
| Vehicle speed (mph) | 55 | 40 | 35 | 35 | 30 | 25 |
| Distance from roadway (feet) | 230 | 192 | 85 | 100 | 85 | 85 |
| $L_{10}$ noise level (dBA) | 67.6 | 65.2 | 72.1 | 71.8 | 73.9 | 74.7 |

Total $L_{10}$ noise level at receptor 2 (dBA) $67.6 + 65.2 + 72.1 = 74.0$

## NOISE CONTRIBUTION FROM SPECIFIED ROAD SEGMENT AT SITE 3

| | Beltline | Coburg | Ramp | Ramp | Ramp | Ramp |
|---|---|---|---|---|---|---|
| Vehicle speed (mph) | 55 | 40 | 35 | 35 | 30 | 25 |
| Distance from roadway (feet) | 202 | 190 | 85 | 116 | 100 | 85 |
| $L_{10}$ noise level (dBA) | 68.7 | 67.3 | 71.6 | 69.9 | 71.9 | 74.1 |

Total $L_{10}$ noise level at receptor 3 (dBA) $68.7 + 67.3 + 71.6 = 74.4$

[illegible] Rulien

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon

April 15, 1976

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Current Status of Signals Associated with the Beltline Road-Coburg Road Interchange Project
Lane County

Due to the need to have critical signal hardware on hand early in the construction phase to be used as a detour signal for the subject project, the following procedure has been negotiated between Lane County, the Traffic Engineering Section and the Region.

The County will withdraw their bids for critical signal hardware.

The Traffic Engineering Section will proceed with redesign of the permanent signals and provide designs for temporary detour signals.

An anticipated item should be included in the contract for a SFO to purchace needed vehicle and pedestrian heads, miscellaneous wire and conduit, cabinet and control equipment from the State Maintenance Signal Shop. The cabinet and controller would be salvaged and returned to the State. The balance would become the property of the County.

This memo is written to alert the affected sections so that this concept is included in the special provisions, etc.

GLC/dt

cc: L. W. Rulien
J. H. Versteeg
L. E. George
D. H. Moehring
Ellis Jones
William Anhorn
D.E. SWAN

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COUNTY & CITY SECTION
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PROJECT MANAGEMENT
APR 19 '76
REFER TO:
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

Salem, Oregon
April 13, 1976

RU
Richard Unrein
Urban Engineer

Beltline Road (FAU 1035)
at Coburg Road

Mr. Glen Clark
Region 3 Federal Aid Engineer
Roseburg

This is to confirm our recent telephone conversations regarding processing the subject project through to the opening of contract bids.

As you are aware, this project has been classified as a Category 3 project of major (non-significant) action which requires the processing of a Negative Declaration. The project assessment recommended a public meeting to inform public and evaluate response.

The following process steps must be accomplished prior to opening bids on this project.

| ACTUAL DATES | | Item | Approximate Time Required | E.T. Date |
|---|---|---|---|---|
| APR. 14 | 1. | Receive Draft Negative Declaration revisions from Lane County. | ? (7 days±) | APR 20 |
| MAY 5 | 2. | Submit Draft Negative Declaration to FHWA for concurrence. | 7 days ± | APR 27 |
| MAY 13 / JUNE 13<br>JUNE 14, 1976 | 3. | Circulate Draft Negative Declaration for review and comment. DRAFT NEG DEC. (cc) | 30 days | MAY 27 |
| | 4. | Prepare final Negative Declaration. | 7 days ± | JUN 3 |
| | 5. | Submit final Negative Declaration for FHWA adoption. | 7 days ± | JUN 10 |
| JUNE 14, 1976 | 6. | Receive Design Study Report and Location/Design request from Lane County. | ? (7 days±) | JUN 17 |
| JUNE 30, 1976 (Pub) | 7. | Prepare and publish newspaper notice of request for Location/Design approval. | 7 days ± | JUN 24 |
| | 8. | Submit Location/Design ~~approval~~ for FHWA approval. | 7 days ± | July 1 |
| | 9. | Program construction with FHWA and request PS&E approval. | 7 days ± | July 8 |
| | 10. | Prepare advertisement and advertise for bids. | 5 weeks | AUG 12 (AUG 26) |
| | | Total Approximate Time | 4 months | |

This is our best estimate for processing the environmental statement and preparing the project for contract bids.

RU:sch

cc: J. H. Versteeg
L. E. George
W. J. Hart
Gary Potter
Ben Gifford

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☒ UPE ☑ CE ☐ RE ☐ RPE ☐

lane county

April 12, 1976

Mr. William L. Cranford
Urban Studies Coordinator
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Bill:

In response to your questions regarding criteria upon which the design of the proposed Beltline Road - Coburg Road FAUS interchange is based, the following information is provided.

It is my understanding that the E-SATS traffic volume projections for the year 1995, obtained from your Section, are based on the IC assignment. Current development proposals in the vicinity of the proposed interchange may involve different land uses than the allocations used for the IC assignment. Lacking an assignment based on current land use proposals and adopted transit mode split, it is difficult to project future traffic volumes. However, the proposed interchange will accommodate substantially higher traffic volumes than projected by the IC assignment. The attached memorandum provides a more detailed analysis of the interchange capacity. In addition, the County will be able to control access between new development and the interchange through its planning and permit process.

We concur with your statement concerning the need for a locally accepted long range transportation plan.

Please advise us if we can be of additional assistance.

Very truly yours,

Al Driver, Director
Department of Transportation

John E. Goodson

by: John E. Goodson
Transportation Planning Engineer

JEG:cg

NOTED
WM. L. CRANFORD

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

lane county

December 29, 1975

MEMO

TO: John Goodson

FROM: Dudley Hemphill

RE: Coburg-Beltline Interchange - Traffic Analysis

You have asked for an analysis of existing and projected traffic volumes for the juncture of the Beltline and Coburg Roads in Eugene. As discussed, this will include a comparison of the operating characteristics of the existing at-grade intersection and the proposed diamond interchange created by the impending Beltline overcrossing of Coburg Road.

The method preferred by this writer in the analysis of such projects is that outlined in January 1971 Traffic Engineering "INTERSECTION CAPACITY MEASUREMENT THROUGH CRITICAL MOVEMENT SUMMATIONS: A PLANNING TOOL". The analysis of existing and projected (1995) conditions follows for each condition considered.

Existing peak hour turning movements were estimated from automatic recorder counts, a handcount dated July 23, 1973 taken by County forces, and a handcount taken by State forces dated April 16 & 17, 1975. The State count is deemed invalid for some movements because it was taken during the Armitage Bridge closure two miles North of the intersection on Coburg Road.

The total of conflicting movements for level of service C is 1200 and for level of service E is 1500. The total observed conflicting movements on July 23, 1973 was 1060, or about 88% of level C capacity. An unusually heavy (363) South to West left turn was observed and is included in the total. The peak hour total of conflicting movements from the OSHD April 1975 count is 590; about one-half that observed previously. The total existing and projected volumes for the existing at-grade intersection and proposed diamond interchange are shown in the table below. The numbersare all peak hour conflicting movements.

| CONDITION | EXISTING INTERSECTION | PROPOSED DIAMOND INTERCHANGE |
|---|---|---|
| Level "C" Capacity | 1200 | 1200 |
| Level "E" Capacity | 1500 | 1500 |
| July 1973 Handcount | 1060 | 760 |
| April 1975 Handcount | 590 | 320 |
| *ESTIMATED 1995 (ESATS) | 1275 | 855 |
| ESTIMATED 1975 | 780 | 490 |
| ESTIMATED 1995 with 5% ANNUAL TRAFFIC INCREASE | 2060 | 1420 |

The figures for 1975 were estimated by taking 10% of the estimated average daily turning movements. A higher percentage in the peak hour was observed in 1973, however, the 10% figure becomes more reliable as volumes increase; this same percentage was carried through for the 1995 volumes. The 1995 ESATS volumes were obtained from the Oregon Highway Division planning section. The somewaht higher volume estimate on the last line projects capacity being exceeded within 10 years for the existing at-grade intersection, however, even this estimate is conservative when compared with historical and current trends in traffic volumes in the area. Additionally, much of the surrounding property in the area remains undeveloped at this time. The most recent reliable handcount available (1973) showed in excess of 1000 conflicting hourly movements which is nearing design capacity of 1200. If more refined information is required from your viewpoint, please adivse this office and I will arrange to have another manual intersection count taken.

enclosures

April 5, 1976

Mr. Al Driver
Director of Transportation
Lane County Courthouse Annex
135 East Sixth Avenue
Eugene, OR 97401

Dear Al:

A request was received from the Highway Division for information for use in reviewing the design of the Beltline Road-Coburg Road Interchange FAUS project, which is under your jurisdiction. The information requested concerns future land use, possible access points and forecasts of future traffic.

The requests for this type of information from various state agencies seem to be growing, and I find it increasingly difficult to provide answers without a locally accepted long range transportation plan. In this particular case, I have heard of various proposals for commercial development in the north-east quadrant (as well as other areas) of the interchange which could generate a substantial amount of traffic. Yet, on checking with L-COG, I find that the numbers and type of attractions assigned to the area by the planners are for light-industry; a substantially lower generator of trips.

I would appreciate knowing on what adjacent future land uses and traffic volumes your designs were based? Furthermore, are you comfortable with the land use projections in the area that are in use by the E-SATS study?

Sincerely,

William L. Cranford
Urban Studies Coordinator

WLC:smb
cc: Bill Guenzler

bc: Glen Clark, Region 3
Hal Versteeg

Return to Clark
After circulation
FAUS

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 2, 1976

**FILE: PRO 6**

Jack Ayres

FROM: JACK AYRES
Engineer Specialist

SUBJECT: Beltline Intch. @ Coburg Rd.
Lane County

TO: Glen Clark
Regional Federal Aid Engineer

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COUNTY & CITY SECTION
APR 6 - 1976
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Writer went to Salem 4-1-76 to discuss with Road Design the policies to be used in evaluating engineering procedures and methods proposed by Lane County on this and future projects. It was mutually agreed that Lane County's plans and specifications would be acceptable to the Highway Division if sound engineering practices and minimum Federal guidelines were met. State Highway standards would not have to be adhered to if the above mentioned conditions were met.

Road Design in Salem commented that the plans submitted for this project were excellent and indicated that an above average amount of work and time was spent in their preparation.

In an effort to meet a June letting, a preliminary set of plans was left with Road Design for further review. Additional revised plan and specification sheets will be forwarded to Road Design as they are received from Lane County.

Some concern was expressed as to the roadway base design as submitted by Lane County. Clarence Gregg was immediately contacted and will work with Lane County to ascertain that a minimum acceptable roadbed section is incorporated into the project.

The landscape portion of the plans is in the hands of the Landscape Section for review.

The Traffic Section indicates that signalization has been reviewed and is now complete.

Structure review has been completed by the Bridge Design Section.

Grading, it appears, will be the controlling factor as to meeting the proposed June contract letting date. At this time, it appears that this date will be met. No Way!

4/6/76 Called Clark & Reminded him that we need Draft Neg Dec, Hearing (After) Final Neg Dec and FHA approval. AL.

JA/cw

CC: Rulien ✓
Terpin

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ORLGON BRIDGE ENGINEERING CO.
**CONSULTING ENGINEERS**

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

March 16, 1976

Mr. Glen L. Clark
Region Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Beltline Road Overcrossing of Coburg Road
FAS 860
Project No. M-1035 FAU

Dear Mr. Clark:

Enclosed is one set of prints of the final plans for the grade separation structure including signing and lighting details, together with copies of the Summary of Bid Items and the Special Provisions. In order to save time we are sending copies directly to Walt Hart.

The arterial (tower) lighting as detailed on the plans is subject to change and, pending final agreements between Lane County Dept. of Transportation and Eugene Water and Electric Board, will probably be "by others", and not a part of this contract.

Grading plans for the project have been prepared by Lane County and will be submitted by them for review.

An Engineer's Estimate of the construction cost is being prepared and will be forwarded to you and Mr. Hart in a few days.

It is our understanding that the State will prepare a cover sheet, furnish the necessary standard drawings per the enclosed list, assemble the bid documents, and hold the letting. After review and comments by the State and County we will make the required changes and forward the tracings to the Bridge Division in Salem. We anticipate a bid date of June 24th, but feel that an earlier letting, if possible, would result in somewhat lower bids due to the current highly competitive bidding situation.

Very truly yours,

L. F. Pierce
Chief Design Engineer

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COUNTY & CITY SECTION
MAR 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

NOTED
W. J. HART

LFP:seb
Enclosure
cc: Al Driver
✓Walt Hart w/enclosure
George Price w/ enclosure
Ellis Jones w/enclosure

fano

**OREGON BRIDGE ENGINEERING CO.**
**CONSULTING ENGINEERS**

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

7810-900

February 11, 1976

Mr. Walter J. Hart
Bridge Engineer
Oregon State Highway Division
328 State Highway Building
Salem, Oregon 97310

Re: Beltline-Coburg Road Interchange
FAU Project

Dear Walt:

Enclosed are two prints of our Plan and Elevation drawing for the proposed structure. These are marked preliminary and are for your review.

This project started in June, 1975, and the preliminary engineering has been done under a contract between Lane County and Oregon Bridge Engineering Co.. The County engineering department has prepared the grading plans in their design office.

There have been several meetings between this office and the County during the preliminary design stages, but we have probably failed to keep your office up to date. This was due to some confusion on our part and certainly not intentional.

We do expect to have a nearly complete set of structure plans for your review within the next two weeks, and it seems that the grading plans are either complete or nearly so.

Very truly yours,

L. F. Pierce
Chief Design Engineer

LFP:seb
Enclosures

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FEB 12 1976
BRIDGE SECTION

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NOTED
D. L. WALLACE

Cranford

Form 31-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 15, 1976

FILE: PRO 6

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Plan Requirements
Federal-Aid Projects

TO: Ellis Jones
Resident Engineer, Eugene

After our discussion Wednesday March 10, 1976, concerning the signal plans for the Beltline Road-Coburg Road Interchange FAUS project, a meeting with Mr. L. E. George, Traffic Engineer, Salem, was held.

It was decided with the concurrence of the Project Management Section that all contracts let by the Highway Division on behalf of local agencies require a state signature on the plans.

Therefore, all plans must be acceptable to the various disciplines, such as traffic, bridge, etc. Thus, state standards must be met.

By a copy of this memo I am submitting the county plans to the Traffic Engineering Section for final design to our current standards.

If the Traffic Section needs volume predictions, we can obtain a manual count from the county and Mr. Cranford, ODOT, may be able to predict future land use in the vicinity to form the basics for an even better design base.

GLC/dt

cc: L. W. Rulien
L. E. George
William Anhorn
William L. Cranford

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WM. L. CRANFORD

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**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
March 5, 1976

OREGON STATE HWY. DEPT. EUGENE OREGON
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NOTED

| RES | ASST | INSP | INSP | O.M. | FILES |
|---|---|---|---|---|---|
| | | | | | |

CONSTRUCTION

FROM: L. E. George
Traffic Engineer

TO: Ellis H. Jones
Resident Engineer
Eugene

SUBJECT: Preliminary Signal Plans
Beltline Road-Coburg Road (Eugene)
Section
Lane County

The following comments relating to the submitted plan are offered:

1. The number of detectors appears to be excessive. A suggested detector layout is shown on the attached sketch with notes of explanation.

2. Because of the long loop feeder circuits at some locations, it would probably be advantageous to have detector cabinets at each intersection.

3. Voltage drop considerations between the controller cabinet and the intersections would indicate that No. 12 wire be installed instead of No. 14.

4. With the total load approaching 40 amperes, the No. 8 signal common should be replaced with a No. 6 to meet N.E.C. for more than three conductors in conduit.

5. The attached sketch shows an alternate arrangement of vehicle heads and additional signing. This placement of heads would eliminate the need for programmed left-turn heads. The lane control signs shown for the off-ramp are open for discussion as to their actual need.

6. Having no vehicle counts, it is not possible to comment on the phasing, however, the phasing shown should keep the area between intersections clear. A suggested four-phase operation is shown on the sketch.

We request that when the field work is completed and submitted to this office for signal design, that vehicle counts can be included and a preliminary engineering prefix assigned.

We thank you for this opportunity to review the proposal at this early date.

L. E. George

L. E. George
Traffic Engineer

WRZ:ds
Attachment

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

*Memorandum*

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 3, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project M-1035(-)
Beltline Road - Coburg Road Interchange
Consultant Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reconsidered the proposed consultant agreement between the Oregon Bridge Engineering Co. and Lane County for Engineering Services on the subject project. The revised Page 4 to Exhibit C now provides an upper limit or maximum amount and Mainor Holmes assures us that your files are adequately documented as to the intent for payment of Preliminary and Design Engineering as non-Federal-aid participating. In view of these additional items we now feel we may approve this agreement.

We might add, however, we are not completely satisfied with the method used for assigning the upper limit. While the amount set is within a reasonable proportion of the estimated construction cost it does not appear to be in any way related to the estimated construction engineering cost. We do not feel this defect is sufficient cause to renegotiate this agreement. We will expect future consultant agreements to set a maximum amount based on the estimated engineering cost plus a reasonable amount for contingencies - usually within 10 or 15 percent. We would also expect this maximum amount be shown under the "payment" section in the body of the agreement.

G. L. Green

cc:
OSHD (Rulien)

Mainor
H
Ans/R

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COUNTY & CITY SECTION
NOV 6 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ URE ☑ CE ☐ RE ☐ APE ☐

PROJ MANAGEMENT SECTION

| ROUTING | ACTION | INFO |
|---|---|---|
| P.M. ENGINEER | | |
| PROJ. DIV. ENGR. | | |
| OFFICE ENGR. | | |
| COUNTY-CITY | | |
| FEDERAL AID | | D. E. SW |
| INVENTORY-NEEDS | | |
| MILEAGE CONTRL | | |
| PROG. & SCHEDULE | | |
| REMARKS: | | |

NOV - 5 1975

RECEIVED
STATE HWY ENGR
NOV 5 '75
REFER TO
Rulien
FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

October 2[illegible], 1975

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention: Donald Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen

Attached for your records is a fully executed copy of a supplemental agreement concerning construction of the Beltline Road at Coburg Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

faus

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTM OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 16, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project M-1035(-)
Beltline Road-Coburg Rd. Interchange
Consultant Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In reviewing the proposed consultant agreement between the Oregon Bridge Engineering Company and Lane County for preliminary design and construction engineering on the subject project we note what appears to be two deficiencies.

First the method of payment for the preliminary and design engineering is not shown. Even if it is intended to be nonparticipating for Federal funds we feel that to make this a complete agreement the method of payment should be included with a statement that it is to be nonparticipating. Paragraph 6a(1) of FHPM 6-1-2-2 requires the method of payment be shown. Or perhaps the work should be omitted from this agreement and covered in a supplement to the annual engineering agreement referred to in this proposal.

The second point, there is no upper limit of compensation indicated as required by Paragraph 6e FHPM 6-1-2-2. We have interpreted this as a dollar amount supported by an estimate. This can be modified later by supplements if it should become necessary. We feel it should be some supportable amount more definite than the 15% limitation imposed by our other regulations.

for G. L. Green

cc:
OSHD (Rulien)

Geo/ review our agreement procedures?: R

RECEIVED
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OCT 30 1975

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Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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|  |  |  |  | ✓ |  |  |

Exhibit "A"

## CONSTRUCTION ENGINEERING

### SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

| | | | |
|---|---|---|---|
| Project Engineer | 25 Weeks | @ $ 80/day± | $10,000 |
| Assistant Engineer | 25 Weeks | @ 65/day± | 8,125 |
| Supervisory Engineer | 4 Weeks | @ 110/day± | 2,200 |
| Inspection | 3 Weeks | @ 60/day± | 900 |
| | | | $21,225 |
| Overhead Allowance 87.91% | | | 18,650 |
| | | | $39,875 |
| Miscellaneous Job Expenses, Supplies, and Communications | | | 1,200 |
| Vehicle Expenses | 275 Days | @ 6/day | 1,650 |
| Fixed Fee - Lump Sum | | | 7,000 |
| | | ESTIMATED TOTAL | $49,725 |

ESTIMATED PROJECT CONSTRUCTION COST $1,250,000

Our portion of construction engineering = 4.0%

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.

*Addenda to this proposal dated 10-2-75*

*Construction Engineering will not exceed* $75,000.

waP.

~~Rulien~~
PRO 6
FAU/Lane Co

ACTION INFO
OCT 1 1975

1859

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

Mr. W. A. Palmateer
Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, OR 97477

Dear Mr. Palmateer:

You raised a question in your memo dated October 2, 1975, concerning the Section "G" of your consultant-county agreement with Lane County for the Beltline Road-Coburg Road interchange project (FAUS).

Please refer to Page 9, Section 19, of our suggested draft agreement which is attached. This section does not show up in your agreement text with the county. As you can see, this allows for ultimate relief by the courts. The reason that our Section 10 (Page 6 of the draft) is included is due to federal requirements as noted in Volume 6, Chapter 1, Section 2, Subsection 2, in Paragraph (7) of attachment 1 in the Federal-Aid Highway Program Manual of which a copy is attached.

Therefore, your concern can be alleviated by including Section 19 of our draft consultant agreement.

Also, would you please delete the phrase "6% of the total contract amount or" in your addenda to Exhibit "A" (Page 4 of 4) under construction engineering. The reason is clear if you will refer to Paragraph 6 a, 3, of Volume 6, Chapter 1, Section 2, Subsection 2 of the Program Manual.

If you have any questions, this office will try our best to research an answer.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Unrein

GLC/dt
Attachment

cc: L. W. Rulien
William Anhorn
Ellis Jones

RECEIVED
COUNTY & CITY SECTION
OCT 15 1975
☐ ENGR. ☐ COOR. ☒ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

d. *The consultant shall be required to perform with his own organization and associate consultants acceptable to the State and FHWA the professional services imposed under the agreement.* The consultant's organization and associated consultants should be identified if practicable at the time of submission of a proposal. *The consultant may utilize, with prior consent of the State, other firms to perform supplemental specialized services such as aerial and ground surveys, obtaining borings, making of exhibits, and other work or services.*

6. COMPENSATION

*a. Compensation to the consultant should represent a just and equitable payment for the services performed.*

*(1) The method of payment to compensate the consultant for all work required shall be set forth in the original agreement and in any supplemental agreements thereto.* It may be a single method for all work required or may involve different methods for different elements of work.

*(2) Methods of payment which may be used are as follows:*

*(a) lump sum;*

*(b) cost per unit of work;*

*(c) cost plus a net fee amount; or*

*(d) specific rates of compensation. This method shall be considered only if all other methods have been found by the FHWA to be inappropriate.*

*(3) Consultant agreements providing that payment is to be based or adjusted on a prescribed percentage of estimated or actual construction costs, or based on actual engineering cost times a multiplier will not be accepted for Federal-aid reimbursement.*

b. In determining the method of payment and the amounts thereof, consideration should be given to:

(1) the record of the consultant in the practice of the profession of engineering in the field for which he is to be retained;

in the time for performance of the work as modified that will provide for equitable changes, either increases or decreases, in the time and amount of compensation as set by the original agreement. Provision should be made for special cases where it is essential that the extra work be performed immediately with execution of the supplemental agreement covering such change as soon as practicable.

(5) Delays and Extensions

The agreement should provide for appropriate extensions of time in case of unavoidable delays and for consideration of corresponding warranted adjustments in payment.

(6) Termination or Abandonment

A procedure covering among other things the ownership of work completed or partially completed and basis of payment therefor should be established in the event of termination of the agreement prior to the completion of the work covered thereby.

(7) Disputes

The agreement should provide for a procedure for resolving any dispute concerning a question of fact in connection with the work not disposed of by agreement between the parties. Such procedures should conform to the practice followed by the State highway department in resolving disputes in other contractual matters.

(8) Responsibility for Claims and Liability

The consultant should be required to save harmless the State or other agency of government from all claims and liability due to his negligent acts or the negligent acts of his subcontractors, agents, or employees.

(9) General Compliance with Laws

The consultant shall be required to comply with all Federal, State, and local laws and ordinances applicable to the work.

(10) Subletting, Assignment, and Transfer

Consultant services are considered to be a personal relationship between client and principal; and, therefore, agreements in which participating Federal funds are furnished shall contain a clause expressly prohibiting the subletting or transfer of any of the work except as is otherwise provided for in the executed agreement.

(11) Consultant's Endorsement on Plans, etc.

It is good professional practice to require the consultant's endorsement on all plans, specifications, estimates, and engineering data furnished by him.

(12) Nondiscrimination Civil Rights Act of 1964

The agreement should provide for compliance with the regulations of the Department of Transportation relative to nondiscrimination in Federally assisted programs of the Department of Transportation (49 CFR 21).

## 3. CONCLUSION

The concluding clause may be any one of the many accepted legal expressions commonly used for that purpose.

## 4. SIGNATURES

Rulien

PRO 6

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 23, 1975

Mr. George Price
Principal Engineer
Department of Transportation
Engineering & Operations Division
1820 Roosevelt Boulevard
Eugene, OR 97402

Dear Mr. Price:

This will acknowledge your letter of September 16, 1975, transmitting three copies of the revised consultant-county agreement in regard to the Beltline-Coburg Roads interchange project.

By a copy of this letter, they are being forwarded to the Project Management Section for review and approval.

Also by a copy of this letter, the Project Management Section is being asked to prepare a construction-finance agreement indicating that Lane County will perform the construction engineering and the state to monitor the progress of the project. This presumes that the county will proceed with the prerequisites for qualification by FHWA.

Also by a copy of this letter, I am asking Mr. Grassman, Region Design Engineer, to prepare an Authority for Survey to cover the state's participation in advertising, bid opening and monitoring the project.

Mainor
~~Haac~~
H

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
William Anhorn
Ellis Jones
John Grassman

RECEIVED
COUNTY & CITY SECTION
SEP 25 1975
☐ ENGR. ☐ CGOR. ☑ OE ☐ AE ■ UE
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MENT SECTION
ACTION
SEP 25 1975

lane county

September 10, 1975

Mr. Glen L. Clark
Regional Traffic Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

I am enclosing a copy of our agreement with NETL for them to provide a noise and air study as it relates to the Coburg-Beltline Road interchange project. The agreement probably does not meet all of the requirements for retaining a consultant, but we were in dire need of their services on one of our building projects, so we incorporated both studies into a single agreement.

As soon as we have the report, we would like to sit down with you and Eb to review the report as it relates to the project. In the future, we will make every attempt to clear these hurdles earlier so that you may have a chance to see the agreement although we are paying for this service with 100 percent county funds.

Yours truly,

Al Driver
Al Driver, Director
Department of Transportation

AD:cg

DEPARTMENT OF TRANSPORTATION [illegible] EAST 6TH & [illegible] EUGENE, OREGON 97401 • PHONE (503) [illegible]

141-75-055

# CONTRACTUAL AGREEMENT

THIS AGREEMENT is entered into by and between LANE COUNTY, OREGON, a political subdivision of the State of Oregon, hereinafter referred to as "COUNTY" and NORTHWEST ENVIRONMENTAL TECHNOLOGY LABORATORIES, INC., hereinafter referred to as "CONSULTANT";

WHEREAS, COUNTY has need for the services of CONSULTANT to perform noise and air study and analysis, and CONSULTANT has the qualifications and expertise to perform such activity;

NOW; THEREFORE, it is agreed that the parties to this agreement will perform as follows: On the proposed Coburg-Beltline Interchange and the proposed Fleet Services Facility:

THINGS TO BE DONE BY COUNTY:

1. Provide drawings of the proposed facilities to NETL.
2. Provide zoning information of the adjacent land for each project.
3. Provide current and proposed traffic volumes on each project.
4. Provide other information to CONSULTANT as such information is available.

THINGS TO BE DONE BY CONSULTANT:

1. Obtain necessary field data.
2. Make recommendations as to alternative means to reduce excessive noise levels as they relate to the City of Eugene requirements and to State and Federal requirements.
3. Present the findings and recommendations to the Director, Transportation Department.

IT IS FURTHER AGREED, that the CONSULTANT will present a report of their findings and recommendations on the proposed Fleet Services Facility by September 5, 1975, and the proposed Coburg-Beltline Interchange by September 30, 1975, and;

COUNTY will pay CONSULTANT on a time and materials basis for each project but not to exceed $3,800.00 for the proposed Fleet Services Facility, and not to exceed $3,100.00 for the proposed Coburg-Beltline Interchange.

DATED this 12th day of August, 1975.

William T. Kreiss
William T. Kreiss, President
Northwest Environmental
Technology Laboratories, Inc.

LANE COUNTY, OREGON
By Robert J. Elfers
ROBERT J. ELFERS
Chief Administrator

APPROVED AS TO FORM
DATE Aug, 1975 lane county
Joseph J Leahy
OFFICE OF LEGAL COUNSEL

Rulien FAUS Lane Co

PRO 6

1859

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 5, 1975

Mr. Wally A. Palmateer
General Manager
Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, OR 97477

Dear Mr. Palmateer:

Since our last correspondence dated August 25, 1975, it has been decided that instead of the Three Party Agreement, the Standard Consultant-Local Agency and the State-Local Agency Agreements will be satisfactory for the FAUS Beltline-Coburg Road Interchange project.

I am returning your original Consultant Agreement for this project along with a LOC-AOC Guidelines and working procedures document. This later item refers to design standards which should be referred to in your new agreement with the County.

You will recall that it is Lane County's intent to become qualified to perform Construction Engineering and will be performing such on this project except on the structures protion which your firm will be performing.

Also, you may recall that on FAUS projects no federal-aid is requested for preliminary engineering.

Please accept my apology for the delay and indecisiveness in regard to this agreement situation.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Unrein #

RECEIVED
COUNTY [illegible]

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd
Attachments

cc: L.W. Rulien
Bill Anhorn
Ellis Jones

Rulien

# OREGON STATE
# HIGHWAY DIVISION

PRO 6

## REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 25, 1975

Mr. W. A. Palmateer
General Manager
P.O. Box 72
Springfield, OR 97477

Dear Mr. Palmateer:

This will acknowledge your letter of August 22, 1975, transmitting the requested construction engineering proposal for inclusion in the consultant-Lane County agreement to be prepared by the Project Management Section for the Beltline Road-Coburg Road Interchange project (FAUS).

By a copy of this letter, I am also asking that the Project Management Section revise the State-Lane County agreement of April 29, 1975, to reflect the fact that Oregon Bridge Engineering Company will accomplish the construction engineering on the structures and that Lane County, after approval by the Federal Highway Administration to perform construction engineering on federal-aid projects, be the prime engineer on the overall project.

When the consultant-County agreement has been prepared for signature, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL-AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
William Anhorn
Ellis Jones
Al Driver

RECEIVED
COUNTY & CITY SECTION
AUG 27 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
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Greg
H

**OREGON BRIDGE ENGINEERING CO.**
**CONSULTING ENGINEERS**

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 22, 1975

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Beltline-Coburg Road FAU Project and
Coburg Road FAS-C Project

Dear Mr. Clark:

Pursuant to our phone conversation of Thursday, August 21.

I am sending you our estimate of construction engineering for the bridge, sign bridges, lighting, and any and all engineering the job may require.

As I understand our conversation, the Highway Division will prepare the contract documents for the Construction Engineering Agreement and send to the County and ourselves for final concurrance. I see no real problems in this as long as it pertains only to construction engineering, but there are a number of unresolved questions on jobs in which preliminary engineering is involved.

Very truly yours

Wally Palmateer

W. A. Palmateer
General Manager

WAP:seb
Enclosures

ENTERED ON STATUS RECORD

Exhibit "A"
Page 1 of 4

Beltline-Coburg Road

# CONSTRUCTION ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (in) cluding sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 31 percent of base salary.

Exhibit "A"
Page 2 of 4

## OREGON BRIDGE ENGINEERING CO.

## STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For The Year Ended May 31, 1975
(Prepared without audit)

| | 1975 |
|---|---|
| DIRECT COSTS | |
| Salaries and payroll taxes | $210,355 |
| Outside services | 1,493 |
| Blueprinting | 1,741 |
| Travel, entertainment and promotion | 2,858 |
| Other costs | 8,904 |
| Total | $225,351 |
| | |
| OVERHEAD COSTS | |
| Administrative and office salaries and payroll taxes | $ 77,040 |
| Equipment lease and rental | 420 |
| Office supplies and expense | 8,425 |
| Office rent | 6,300 |
| Telephone | 3,229 |
| Travel, entertainment and promotion | 4,430 |
| Utilities | 808 |
| Taxes and licenses | 696 |
| Auto expense | 1,287 |
| Employee insurance | 9,212 |
| Professional services | 1,375 |
| Dues and subscriptions | 1,581 |
| General insurance | 9,187 |
| Depreciation | 11,854 |
| Contributions to profit sharing and pension trust | 51,134 |
| Interest expense | 345 |
| Miscellaneous expense | 2,162 |
| Transportation repairs and maintenance | 8,625 |
| Total | $198,110 |
| | |
| PERCENT OF OVERHEAD COSTS TO DIRECT COSTS | 87.91% |

Exhibit "A"
Page 3 of 4

## METHOD OF ARRIVING AT CHARGEABLE RATES

Effective as of July 1, 1975

| | Chief Design Engr. | Chief Const. Engr. | Design Engr. | Project Engr. | Jr. Design Engr. | Jr. Field Engr. |
|---|---|---|---|---|---|---|
| HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month) | 11.25 | 10.67 | 7.93 | 7.64 | 5.19 | 5.48 |
| PAYROLL TAXES - 9.633 maximum | 1.03 | .97 | .60 | .70 | .39 | .50 |
| VACATIONS, HOLIDAYS, SICK LEAVE | 1.25 | 1.10 | .88 | .85 | .60 | .63 |
| PENSION PLAN - 8% | .90 | .85 | .63 | .61 | .42 | .44 |
| HOSPITALIZATION & INSURANCE | .56 | .54 | .42 | .15 | .32 | .33 |
| ACTUAL CHARGEABLE RATES | 14.99 | 14.13 | 10.46 | 9.95 | 6.92 | 7.38 |
| RATES USED | 15.00 | 14.15 | 10.45 | 9.95 | 6.90 | 7.40 |

Exhibit "A"
Page 4 of 4

## CONSTRUCTION ENGINEERING

SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

| | | | |
|---|---|---|---|
| Project Engineer | 25 Weeks | @ $ 80/day± | $10,000 |
| Assistant Engineer | 25 Weeks | @ 65/day± | 8,125 |
| Supervisory Engineer | 4 Weeks | @ 110/day± | 2,200 |
| Inspection | 3 Weeks | @ 60/day± | 900 |
| | | | $21,225 |
| Overhead Allowance 87.91% | | | 18,650 |
| | | | $39,875 |
| Miscellaneous Job Expenses, Supplies, and Communications | | | 1,200 |
| Vehicle Expenses | 275 Days | @ 6/day | 1,650 |
| Fixed Fee - Lump Sum | | | 7,000 |
| | ESTIMATED TOTAL | | $49,725 |

ESTIMATED PROJECT CONSTRUCTION COST $1,250,000

Our portion of construction engineering = 4.0%

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.

FAUS

SALEM, OREGON

August 15, 1975

Glen L. Clark
Region 3 Federal Aid Engineer

Richard Unrein
Urban Engineer
County-City Unit

FAUS Project Agreement
Beltline Road at Coburg Road

From your July 31, 1975 letter we have concluded the following:

1. You are seeking support data from Lane County to gain FHWA approval for Lane County to perform preliminary and construction engineering on federal-aid highway projects.

2. That you wish us to supplement or amend Section IV (Construction) of the April 28, 1975 project agreement to have Lane County and Oregon Bridge Engineering responsible for the immediate control of the contract work (State awarded contract) under the direction of the Region 3 Engineer.

In regard to item two above we will need to be furnished with support data required by FHPM 6-1-2-2 which includes the procedures used in selecting Oregon Bridge Engineering and a definite proposal from Oregon Bridge outlining the services to be performed.

RU:geh

cc: L. W. Rulien
C. T. Keasey

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Lulien
FAUS

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 31, 1975

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Federal-Aid Urban Project
Beltline Road (FAU 1035)
Coburg Road (FAU 1305) Sec. Int.
Lane County

As a result of a question as to who was to perform the construction engineering on the subject project (see earlier memo for details), a meeting was held Monday, July 28, 1975, with Lane County, Oregon Bridge Engineering and the Highway Division. Those attending were:

Al Driver, Lane County, Director of Dept. of Trans.
George Price, Lane County, Construction Engineer
Wally Palmateer, Oregon Bridge Engineering
Lou Pierce, Oregon Bridge Engineering
Alfred Shirley, Jr., OSHD
O. B. Jackmond, OSHD
Ellis Jones, OSHD
Glen L. Clark, OSHD

The reason for the meeting was to outline the State's requirements for the grading portion of the construction engineering which we were led to believe was to be performed by Oregon Bridge Engineering for the County.

After some discussion, it became apparent that it was never the intent that Oregon Bridge Engineering would actually perform the grading engineering and were not prepared to do so. They were agreeing to this only to give Lane County time to become qualified by the FHWA for construction engineering. ✓

When this was "out in the open", it was agreed that due to the fact that Lane County was funding all preliminary engineering, we could see no reason why Oregon Bridge Engineering could not proceed with the design. This was estimated to take three months. In the meantime, Lane County would complete their requirements for preliminary engineering qualification and formally request approval for construction engineering. Mr. Shirley agreed to assist the County in qualifying inspectors by on-the-job training on State projects.

The eventual arrangements then would be that Lane County would become the prime resident for the overall project and the State would monitor the project. ✓

There were questions concerning the details of the consultant agreements which we could not answer. Mr. Shirley indicated he would be in Salem the following day and attempt to get some answers from the Project Management Section.

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☑ GE ☑ AE ☐ UF
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A draft consultant agreement suitable for FAUS projects will be prepared by the Project Management Section and supplied to Lane County by Region. This approach will, of course, require the rescinding of the State-County agreement now in force calling for the State to perform all construction engineering.

GLC/dt

cc: C. T. Keasey
L. W. Rulien
William Anhorn
Ellis Jones

Rulien
"1AUS"

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
July 18, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal Aid Engineer

TO: File

SUBJECT: Construction Engineering
Beltline-Coburg Road Interchange
FAU System Project
Lane County

An Urban System Project Agreement between Lane County and the state for the subject project was signed by both parties in April 1975. This agreement stipulates that the state will preform all construction engineering.

Recently the county forwarded a Consultant-County Agreement to the Region Office for approval which indicated the consultant would preform all construction engineering.

Mr. Hopkins, Project Management Section, Salem, contacted the writer and asked that this be resolved.

Mr. Al Driver, Lane County was informed of the conflict and he wished Oregon Bridge (the consultant) to perform the engineering on the structures and for the state on the grading.

Mr. Hopkins determined that the state does not wish to split the responsibility.

Mr. Quiner, of Oregon Bridge, was contacted to determine if his firm wished to provide the engineering for the grading portion if the county so suggested. He was aware that if the state was requested (by county) to preform all construction engineering, his firm would, in effect, lose the job. On 7/18/75 he called and stated their firm would, if asked by the county, preform all the construction engineering. It was his opinion, However, that Lane County would wish to be approved for construction engineering and perform the grading themselves.

Mr. Quiner advised that Mr. Al Driver would call this office after 10:00 a.m. next monday.

RECEIVED
COUNTY & CITY SECTION
JUL 29 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

GLC/dd

7/21/75

P.S. Lane County called and wished ~~to have~~ Oregon Bridge to do all preliminary and construction engineering. A meeting has been set up for Monday, July 28, 1975, in the County's Roosevelt Highway Shops with Oregon Bridge, Lane County, Ellis Jones, Mr. Alfred Shirley, Jr., Mr. O. B. Jackmond and the writer to discuss details of what the Region Office will require during the process of monitoring the contract. Agreements will be prepared by the Project Management Section after this meeting.

GLC/dt

Mainar
H

cc: Ellis Jones; L. W. Rulien; William Anhorn

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

TRA 7

July 16, 1975

Mr. Gene Koch
Koch Refrigeration
3800 Coburg Road
Eugene, OR 97401

Dear Mr. Koch:

Your letter of June 20 concerning traffic conditions at the intersection of I-5 and Beltline was referred to this office for reply. I will comment on each one of your paragraphs as you have numbered them.

Nos. 1, 2 and 3: Lane County is proposing to provide a left turn refuge for the eastbound traffic on Beltline who wish to turn left on North Game Farm Road. The proposal is agreeable to the State Highway Division and we are now in the process of revising our Freeway Agreement with Lane County to permit this change.

Several years ago, a traffic signal warrant investigation was made and this intersection met some warrants for a traffic signal installation. Because this intersection is under the jurisdiction of Lane County, it would be Lane County's responsibility to install a traffic signal. It is suggested that you contact Mr. Al Driver, Public Works Director for Lane County, on this matter.

Para. No. 4: We will look into this situation and see if we can improve the sight distance at the intersection.

Para. No. 5: If Lane County can fund a traffic signal installation, this would answer the problem here.

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO

FOR

| Info | Inves | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

Regarding the intersection of Beltline Road and Coburg Road, Lane County has applied for a Federal Aid Urban Project to construct a grade separation interchange at this location which would certainly solve any accident problems at that intersection.

Regarding the access to Valley River Shopping Center, this again is under the jurisdiction of Lane County and I suggested you contact Mr. Driver.

We thank you for your interest in traffic safety and if you wish to discuss this further, please feel free to contact this office.

Very truly yours,

[illegible]

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

bc F. B. Klaboe
E. S. Hunter ✓
L. E. George
Al Driver

July 1, 1975

979 RS
1438 5

Mr. Gene Koch
Koch Refrigeration
3800 Coburg Road
Eugene, OR 97401

Dear Mr. Koch:

Your letter of June 20 discusses traffic problems on Belt Line Road in the vicinity of the Interstate 5 Interchange near Eugene.

We understand the Lane County Department of Transportation is presently considering a project which would include the removal of the median barrier on Belt Line Road near Game Farm Road, and the installation of a left-turn refuge. These improvements should correct many of the problems which you mentioned.

We are referring your letter to Mr. Alfred Shirley, our Regional Engineer in Roseburg. His office will contact you to discuss those traffic problems in your letter which are under Highway Division jurisdiction.

Thank you for your interest in traffic safety matters.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

cc Al Driver
Lane County D.O.T.
Alva Williams
City of Eugene
Larry Rose
City of Springfield

bc F. B. Klaboe
E. S. Hunter
L. E. George
TL:pb: ab

bc Alfred Shirley - Please investigate, contact Mr. Koch and report to Traffic. Also contact Lane County--Belt Line Road is under their jurisdiction.

**koch refrigeration**

**HEATING - AIR CONDITIONING**
**COMMERCIAL AND RESIDENTIAL**
SALES AND SERVICE

PHONE 344-6422
3800 COBURG ROAD
EUGENE, OREGON
97401

RECEIVED
ST. HWY ENGR
JUN 23 '75
REFER TO
FOR
Info

June 20, 1975

State of Oregon
Highway Department
Salem, Oregon

Subject: I-5 & Belt Line Intersection

Gentlemen:

I have observed the following hazard at this location:

1. Traveling south on North Game Farm Road it is impossible to tell when a car traveling east on Belt Line is going to make a left hand turn. The traffic separator prevents you from seeing turning lights.

2. Traveling north on Gateway or south on North Game Farm Road it is extremely difficult to observe cars traveling east on Belt Line down off the overpass. With the crown of the hill plus the height of the traffic separator and if the sun is setting it is extremely difficult to see approaching cars.

3. Traveling west on Belt Line from the Gateway intersection it is very difficult to see if any cars are approaching you from the Belt Line West off-ramp of I-5. This lack of observation is hazardous if you want to take the Roseburg exit onto I-5.

4. Traveling north on I-5 and taking the exit for Belt Line West: When you stop at the stop sign and look to the left for oncoming traffic it's almost impossible to judge when it's clear. The crown is so close that if a car is approaching and you're unable to see it - it's impossible to get your car going without him being upon you before you can get in 2nd gear.

5. Have you tried to cross the 4 lanes of traffic on Belt Line from Gateway to North Game Farm Road? With the increased traffic situation at this intersection it's almost impossible to get across. Traffic lights here are desperately needed.

Two other observations: How many more people are going to have to be killed before the traffic through the Belt Line and Coburg Road intersection

RECEIVED
JUN 23

is slowed up? Secondly - how can the so called traffic engineers make such a fiasco out of the overpass in and out of the Valley River Shopping Center?

Please - give your immediate attention to these problems as they are very real and will continue to be hazardous until someone will do something about them.

Yours truly,

KOCH REFRIGERATION

Gene Koch

Gene Koch

GK:kp

cc: City of Eugene, Traffic Dept.
City of Springfield, Traffic Dept.

# AGREEMENT

THIS AGREEMENT, made and entered into by and between LANE COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, located at 223-M North "A" Street, Springfield, Oregon 97477, acting by and through its company officers, hereinafter called "Consultants"; and dated May 30, 1975.

## WITNESSETH

RECITALS:

WHEREAS, the County proposes to construct the Beltline - Coburg Road Interchange at a point where the bridge will be part of a Federal Aid Urban Highway project, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel available to perform the services within the prescribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

## 1. DESCRIPTION OF WORK TO BE ACCOMPLISHED

### A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans and foundation data.

2. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with the procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation,

3. The Consultant shall prepare a vicinity map showing topography and all utilities, establish horizontal alignment and establish vertical controls.

4. The Consultant shall prepare plans for interchange illumination, sign bridges, and such other facilities or designs as may be required by the County.

5. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

6. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

   a. Field notes of all surveys (if requested by the State).
   b. Field notes for all survey references ties.
   c. Field notes for all required investigations (if requested by the State).
   d. Original drawings and tracings of profile sheets and structure plans.
   e. Construction cost estimate.
   f. Special provisions.

7. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

   a. Furnish all lines and grades
   b. Check and approve all shop drawings and rebar details.

c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure.

d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.

e. Prepare weekly construction reports and monthly estimates.

f. Prepare necessary change orders and price agreements.

g. Conduct final inspection.

h. Prepare final reports and "As Constructed" drawings.

## B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish ADT Survey data.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis as required;
Review and approval of location studies, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State;

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to,the following;

Materials, sampling, testing and analysis, if required;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

### C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least two scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The two conferences will consist of the following:

1. Preliminary design conference.
2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

### D. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

## II. TIME.

It is agreed that the Consultant shall start performance under this contract not later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 180 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

## III. PAYMENT.

### A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described on the basis of their annual engineering agreement.

### B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount of $7,000.00, for profit as shown in Exhibit C.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultants' bills.

### D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred and to make such materials available at thir respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

## IV. MISCELLANEOUS PROVISIONS.

### A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contract without liability.

B. PHOHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization or any state, county, or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS.

The geometric design standards shall be consistant with "A Policy on Design of Urban Highways and Arterial Streets, 1973", by AASHTO, or as modified by the State Highway Division with concurrence of LOC, AOC and FHWA.

D. PROJECT DEVELOPEMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes.".

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

H. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

a. Employ or retain, or agree to employ or retain, any firm or person, or

b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

## I. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The Consultants shall comply with the regulations relative to nondiscrimination of Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials

and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

   b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interest of the United States.

## J. CONFLICTS OF INTEREST.

The following sections of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquistion for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

K. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

L. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

M. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

N. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A": Executed Certification of Consultant.

Exhibit "B": Requirement for Contract Drawings.

Exhibit "C": Construction Engineering Costs and Supporting Data.

Exhibit "E": Standard Public Contract Provisions.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

APPROVED AS TO FORM
DATE 6/3/7 19 76
OFFICE OF LEGAL COUNSEL

ATTEST:

LANE COUNTY, OREGON

By Robert J. Elfers
Robert J. Elfers
Chief Administrator

SEAL:

APPROVAL:

OREGON BRIDGE ENGINEERING COMPANY,
Consulting Engineers.

Oregon State Highway Division By
General Manager

Exhibit "A"
Page 1 of 2

State Contract No. ____________
Federal A Project ____________
State ____________

# EXHIBIT "A"

## CERTIFICATION OF CONSULTANT

I hereby certify that I am the General Manager and duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, 97477, and that neither I nor the above firm I here represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal.

May 30 1975
Date

Signature

Exhibit "A"
Page 2 of 2

## CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the ______________________ of the Highway Division of the State of __________, and that the above consulting firm or its representative has not been required directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

______________________ ______________________
DATE SIGNATURE

Exhibit "B"
Page 1 of 2

# REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

## I. INFORMATION REQUIRED.

### A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encoun-

Exhibit "B"
Page 2 of 2

tered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans,

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

Exhibit "C"
Page 1 of 4

# CONSTRUCTION ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 31 percent of base salary.

Exhibit "C"
Page 2 of 4

# OREGON BRIDGE ENGINEERING COMPANY

## OVERHEAD COSTS

Fiscal Year Ending - May 31, 1974

| DESCRIPTION | AMOUNT | PERCENT |
|---|---|---|
| Administrative and Office Salaries and Payroll Taxes | $70,406 | 34.30 |
| Equipment Lease and Rental | 630 | .31 |
| Office and Engineering Supplies and Expense | 9,126 | 4.44 |
| Office Rent | 6,300 | 3.07 |
| Telephone | 2,944 | 1.43 |
| Travel, Entertainment and Promotion | 4,764 | 2.32 |
| Utilities | 571 | .28 |
| Taxes and Licenses | 543 | .26 |
| Auto Expense | 160 | .08 |
| Employee Insurance | 7,313 | 3.56 |
| Professional Services | 782 | .38 |
| Dues and Subscriptions | 1,430 | .70 |
| General Insurance | 10,057 | 4.90 |
| Depreciation | 10,723 | 5.22 |
| Contributions to Profit Sharing and Pension Trust | 38,422 | 18.75 |
| Interest Expense | 440 | .21 |
| Miscellaneous Expense | 2,977 | 1.45 |
| Transportation, Repairs and Maintenance | 8,641 | 4.20 |
|  | $176,229 | 85.86 |

Percent of total annual direct project salary costs in the amount of $205,253.

Exhibit "C"

# METHOD OF ARRIVING AT CHARGEABLE RATES

## EFFECTIVE AS OF JANUARY 1, 1975

| | Chief Design Engr. | Chief Const. Engr. | Design Engr. | Proj. Engr. | Jr. Design Engr. | Jr. Field Engr. |
|---|---|---|---|---|---|---|
| HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month. | 11.25 | 10.67 | 9.17 | 7.64 | 5.19 | 5.48 |
| PAYROLL TAXES - 9.68 Maximum | 1.09 | 1.03 | .89 | .74 | .40 | .53 |
| VACATIONS, HOLIDAYS, SICK LEAVE | 1.51 | 1.23 | 1.23 | 1.02 | .88 | .73 |
| PENSION PLAN - 4% | .45 | .43 | .37 | .30 | .21 | .22 |
| HOSPITALIZATION & INSURANCE | .55 | .52 | .41 | .16 | .30 | .30 |
| Actual Chargeable Rates | 14.85 | 13.88 | 12.07 | 9.86 | 6.98 | 7.26 |
| Rates Used | 14.85 | 13.90 | 12.05 | 9.85 | 7.00 | 7.25 |

Rates change semi-annually
in January and July.

Exhibit "C"
Page 4 of 4

# CONSTRUCTION ENGINEERING

## SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

| | | | | | |
|---|---|---|---|---|---|
| Project Engineer | 25 | Weeks | @ | $ 80/day± | $10,000 |
| Assistant Engineer | 25 | Weeks | @ | 65/day± | 8,125 |
| Supervisory Engineer | 4 | Weeks | @ | 110/day± | 2,200 |
| Inspection | 3 | Weeks | @ | 60/day± | 900 |
| | | | | | $21,225 |
| Overhead Allowance 85.86% | | | | | 18,225 |
| | | | | | $39,450 |
| Miscellaneous Job Expenses, Supplies, and Communications | | | | | 1,200 |
| Vehicle Expenses | 275 | Days | @ | 6/day | 1,650 |
| Fixed Fee - Lump Sum | | | | | 7,000 |
| ESTIMATED TOTAL | | | | | $49,300 |

ESTIMATED CONSTRUCTION COST $680,000

Engineering = 7.2%

**These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.**

# EXHIBIT "E"

## STANDARD PUBLIC CONTRACT PROVISIONS

A. CONTRACTOR shall pay promptly, as due, all persons supplying labor or material for the prosectuion of the work provided for in the contract, and shall be responsible for such payment of all persons supplying such labor or material to any subcontractor.

B. CONTRACTOR shall promptly pay all contributions or amounts due the State Industrial Accident Fund from CONTRACTOR or any subcontractor incurred in the performance of the contract, and shall be responsible that all sums due the State Unemployment Compensation Fund from CONTRACTOR or any subcontractor in connection with the performance of the contract shall promptly be paid.

C. CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against COUNTY on account of any labor or material furnished, and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.

D. CONTRACTOR and any subcontractor shall pay to the Department of revenue all sums withheld from employees pursuant to ORS 316.167.

E. If CONTRACTOR fails, neglects or refuses to make prompt payment of any claim for labor or material furnished to the CONTRACTOR or a subcontractor by any person in connection with the contract as such claim becomes due, the COUNTY may pay such claim to the person furnishing the labor or material and charge the amount of payment against funds due or to become due CONTRACTOR by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the CONTRACTOR or his surety from his or its obligation with respect to any unpaid claim. If the COUNTY is unable to determine the validity of any claim for labor or material furnished, the COUNTY may withhold from any current payment due CONTRACTOR an amount equal to said claim until its validity is determined and the claim, if valid, is paid either by the CONTRACTOR or by the COUNTY.

F. CONTRACTOR shall promptly, as due, make payment to any person, co-partnership, association, or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees

May 5, 1975

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention. Donald M. Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5288

Gentlemen.

Attached for your records is a fully executed copy of an urban system project agreement covering the Diamond Interchange-Beltline Road Section (Coburg Road) on FAUS 1035 and 1305.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. [illegible]. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~PRO 4-3~~

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 30, 1975

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Project Assessment
Beltline-Coburg Road Intchge.
Lane County

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of major action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

APPROVED
EH
E. S. Hunter
Date 4-30-75

5-1-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
APR 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

## Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date ________________

### A. PROJECT IDENTIFICATION

Name of Project BELTLINE-COBURG ROAD INTERCHANGE US-441(-)
(Section)

Location of Project Intersection of Beltline Rd. (Co.Rd. 1353) and Coburg Rd. (Co.Rd. 104
(Highway Name) (Highway No., US - ORE)

Eugene and Lane 3
(City) (County) (Region)

Program FAU (78%) $1,046,000 Total
(Funding) (Estimated Cost) (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To increase safety and improve traffic flow by reconstructing existing at-grade intersection of these two 4-lane arterial routes to provide an overpass over Coburg Road and a diamond interchange.

Origin and History: Right-of-way needed for the project obtained in 1966 when Beltline constructed. Project included in E-SATS 1985 Interim Plan adopted by L-COG in 1970; on FAU system adopted by L-COG Jan., 1974; and approved for FAU funding April 2, 1974.

### C. DESCRIPTION OF PROJECT

Length 0.69 mile between access lane ends on Beltline Road.

Termini Beltline Road between station numbers 278+70 and 308+00

Alignment ☐ New ☐ Existing ☒ Combined Horizontal alignment both roads as existing; vertical alignment of Beltline Road changed to elevate it 24± ft. over Coburg Road

CATEGORY
3 PROJECT
MAJOR, NON. Sig

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) To be constructed within existing right-of-way which is open land with wild grasses and shrubs.

Typical Section See attached drawing.

Structures Overpass: pre-cast concrete beams and concrete deck; span distance 190 ft., width 88 ft., access ramps supported on earth fill.

Characteristics (ADT) Projected ADT for 1976 (time of project completion ):

Beltline Road-18,000; Coburg Road-14,000.

There were 9 recorded accidents in 1972 and 6 recorded accidents in 1973 at this intersection.

Other General Information (or Supplemental information to items)

| Present and Projected Traffic Figures: | Present | 1986 | 1996 |
|---|---|---|---|
| Beltline Road, West | 13,200 | 19,100 | 25,000 |
| Beltline Road, East | 12,000 | 17,000 | 21,800 |
| Coburg Road, North | 7,600 | 11,000 | 14,400 |
| Coburg Road, South | 9,600 | 13,600 | 17,400 |

Project Sketch Map is Attached: ☒ Yes ☐ No

A 16-hour period manual traffic count at the intersection of Beltline Rd. & Coburg Rd. has been requested.

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

To satisfy existing need, location alternatives would require entirely new right-of-way for one or both of these roads or additional roads. The no action alternative would result in continued and increasing accidents and congestion. Interchange design alternatives include full or partial clover-leaf interchanges which would require purchase of additional right-of-way.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☒ Recommended

Type Public meeting to inform public and evaluate response Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural** (Topography, Flora, Soils, Water Features, Drainage, etc.)

Geology of the area is Alder alluvial outwash gravels and fine textured surface deposits. Gravel occurs at about 6 ft. to 8 ft. However, soils on this site have been so modified by construction activity over the past 6-10 years that very little natural soil conditions exist. Topography is quite flat with a very gradual slope to the north-northwest. The fauna and flora of the area are grassland and pasture oriented. Surrounding land is largely devoted to grazing.

A drainageway along the north right-of-way line of Beltline drains the adjoining land toward the west; otherwise surface drainage is along channels of old meanders and flood channel scours of the Willamette River.

**Cultural** (Land Use, Noise, Air Esthetics, Utilities, etc.)

Farming and large-lot residential uses predominate in this area. There is a residential subdivision southwest of the intersection in which the nearest residence is about 700 ft. away. The area is served by all basic utilities. Primary source of noise in the area is vehicular traffic on Beltline Road and Coburg Road. This is also the primary source of air pollution, which is focused at the intersection where large numbers of vehicles must idle at traffic signals.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Right-of-way for this project was purchased in the mid-1960's and no additional is needed. There will be no relocation of residents or phycical disruption of surrounding activities.

   Consequences: None.

2. Estimated Changes in Traffic Patterns: The largest share of traffic flow at the present time is that moving over Beltline Road bound for, or originating from, Interstate 5, located west of the intersection. This traffic is now subject to control by traffic signals but will be able to pass unimpeded once the overpass is built.
   Consequences: The proposed overpass and interchange will not attract any increased traffic but will greatly facilitate the movement of through east-west vehicles. Increase noise may affect some dwellings in close proximity to newly constructed on and off ramps. Specific effects on air quality have not been determined. However, with smoother flow of traffic air quality is not expected to deteriorate beyond what it would be for the no build option. This project will fall under DEQ indirect source regulations.

3. Estimated Changes in Land Use:

   This facility in itselft is not expected to have any influence on surrounding land use.

   Consequences:

   None.

4. Expected Adverse Effects on Natural Ecological Resources: None. This project is not anticipated to have a measureable effect on natural ecological resources.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   (1) Presence of elevated structure 24 feet to 28 feet above the ground will be a more prominent visual object than the roadway which now exists.
   (2) The noise source of vehicles on the Beltline and ramps will likely be elevated.
   Consequences:
   (1) The effect on man's presence on the landscape will be more noticable; however, there are no widely recognized scenic vistas in this area which will be interrupted. No large trees or other attractive physical objects will be distrubed.
   (2) With the noise source elevated, noise might be broadcast over a wider area, although near the source, where it is presently loudest, there will probably be a decrease in volume.

6. Preliminary Identification of Areas of Critical Environmental Concern: None

7. Potential for Controversial Issues: It is possible that residents of the developed area to the southwest might object to the overpass on the basis of noise and visual presence.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | X | | |
| Water Quality Spec. | X | | |
| Acoustical Engineer | | X | |
| Air Quality Engineer | | X | |
| Cultural Geographer | X | | |
| Urban Planner | X | | |
| Geologist | X | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

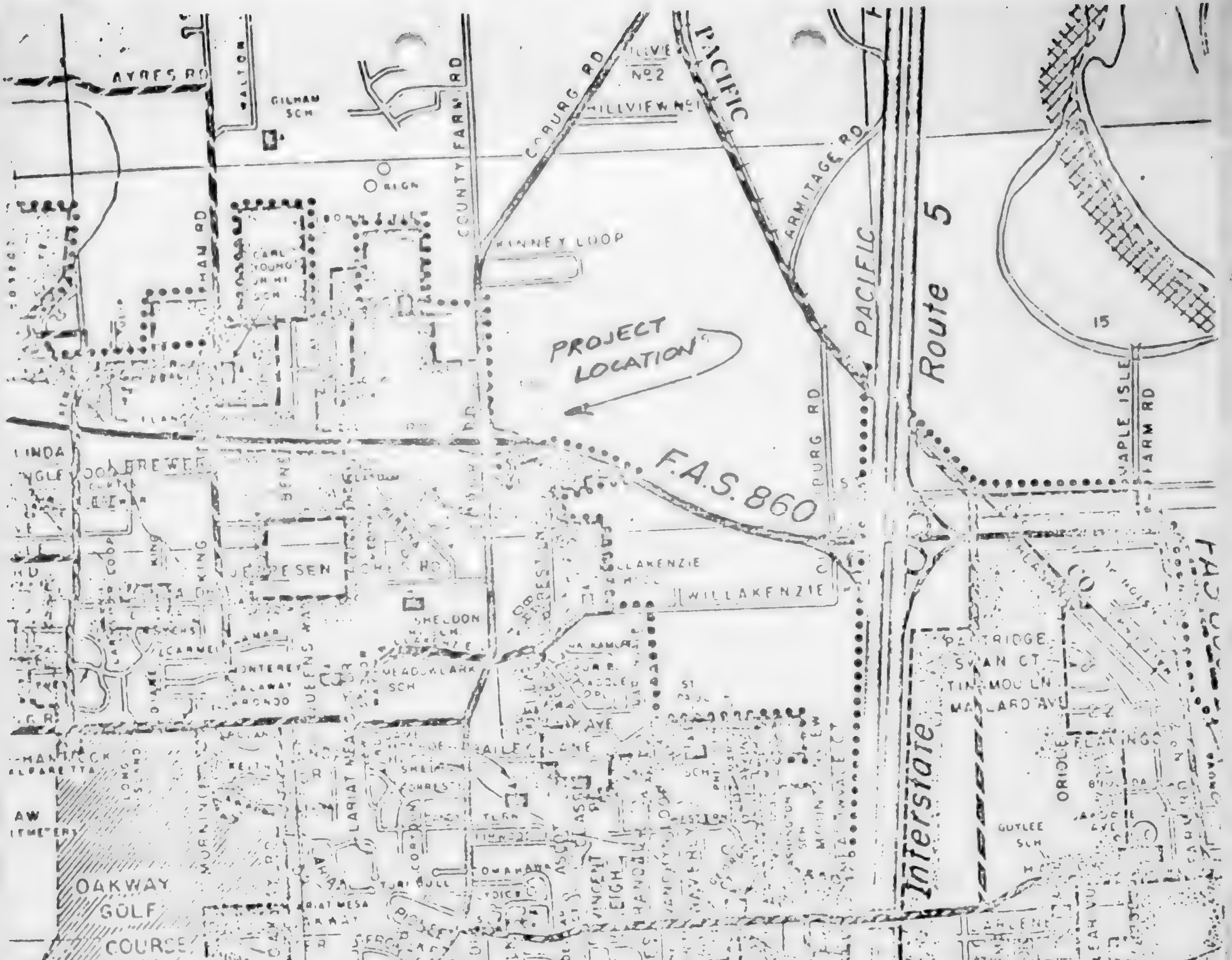
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

1. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a major action, which is anticipated will not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an EIS.



PROJECT LOCATION

AYRES RD
WALTON
GILHAM SCH
COUNTY FARM RD
COBURG RD
HILLVIEW NO 2
PACIFIC
ARMITAGE RD
Route 5
PACIFIC
KINNEY LOOP
CARL YOUNG JR HI SCH
15
MAPLE ISLE FARM RD
F.A.S. 860
BREWER
LINDA
KING
JEPPESEN
SHELDON HIGH SCH
WILLAKENZIE
WILLAKENZIE
MEADOWLARK SCH
BURG RD
PARTRIDGE
SWAN CT
TINAMOU LN
MALLARD AVE
Interstate
ORIOLE
FLAMINGO
GUYLEE SCH
BAILEY LANE
LARIAT MEA
OMAHA
OAKWAY GOLF COURSE
COUNTRY CLUB GOLF COURSE
ANTELOPE LOOP
FAS 210
CHERRY
WALNUT
VINCENT
HAYDEN
EASTWOOD
SISTER
BEVERLY
NANCY
EUGENE
FAP
I 5 Alternate
105
FAP
CENTENNIAL
AUTZEN STADIUM
NORTH BANK LANE COUNTY PARK
CHASE GARDENS
CENTENNIAL SCH
NIGHTHAWK
FAS 104
227
WILLAMETTE
FAP
3
GARDEN WAY
KELLY BUTTE PARK
GLENWOOD
FAP

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem, OR 97308

DATE: April 24, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project SU-441(-)
Beltline-Coburg Road Interchange
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject assessment submitted with Mr. Rulien's April 9, 1975 letter has been reviewed. With the Beltline Road elevated, its associated traffic noise will most certainly be broadcast over a wider area. As is pointed out in the subject assessment this may affect some dwellings in close proximity to the proposed project. While we concur with your findings that the proposed project constitutes a major-action requiring the preparation of a negative declaration, we are recommending that additional noise studies be performed so the probable noise levels and their associated impacts can be identified and addressed.

It should be understood that our concurrence is only on the type of action and the type of environmental document. The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc: OSHD (G. Potter)

RECEIVED
APR 28 1975
Office of
[illegible]

RECEIVED
STATE HWY ENGR
APR 28 '75
REFER TO
[illegible]
FOR
Info Inves R/D D R Sign Act File

Rulien - TAA
4-28-75

[illegible]

cc [illegible]
4 28 75

PRO 6 fau

# OREGON STATE HIGHWAY DIVISION

## REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1975

Mr. Al Driver, Director
Department of Transportation
Lane County
1820 Roosevelt Boulevard
Eugene, OR 97402

Dear Mr. Driver:

This will acknowledge receipt of your check dated February 21, 1975, (received by this office March 5, 1975) in the amount of $18,250.00 for the requested Advance Deposit to cover the estimated cost of State force work associated with the two FAU projects (Beltline Road-Coburg Road, $11,500.00, and the Prairie Road project, $6,750.00) approved by the Oregon Transportation Commission January 22, 1975.

By a copy of this letter, your check is being forwarded to Mr. Vernon Skoog, Highway Controller, Finance Branch, for routine handling.

Also by a copy of this letter, a copy of our Order to Render Service is being sent to all affected Highway Division units which will be expending funds in assisting and supporting these two projects. Prefixes have been assigned and can now be utilized.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

______Hopkins______
______Harwell______
______Holmes______
______Prange______
______Unrein______

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up____/____/____
Other______

GLC/dt

cc: L. W. Rulien ✓
Gary Potter
Victor Wolfe
J. H. Versteeg
J. B. Boyd
Walter Hart
Vernon Skoog

Unrein

PROJECT MANAGEMENT SECTION

| ROUTING | ACTION | INFO |
|---|---|---|
| P.M. ENGINEER | | |
| PROJ. DEV. ENGR. | | |
| OFFICE ENGR. | | |
| COUNTY-CITY | | |
| FEDERAL AID | | |
| INVENTORY-NEEDS | | |
| MILEAGE CONTROL | | |
| PROG. & SCHEDULE | | |

REMARKS:

MAR - 6 1975

Form E-109—3M—12-64

Oregon State Highway Departmen

# Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County

Order No. 3-80

Date 1-28-75

Prefix and account number to which work is to be charged 7809-900

By: Al Driver

Director, Dept. of Transportation
(Official Capa

Description and Location of Work To Be Performed or Materials To Be Furnished: Provide preliminary engineering services to Lane County to assist them for the preparation of all necessary work and costs involved to widen the Irvington Road-Maxwell Road Section, Prairie Road, FAU 1375. Services and amount to be provided are listed below.

Estimate of Quantities and Cost

| | |
|---|---|
| Final Design | $3,000 |
| Soils and Geology | 1,000 |
| Utility | 1,000 |
| Location Studies | 500 |
| Specifications | 1,000 |
| Environmental | 250 |
| Total | $6,750 |

Amount of advance deposit (if any) $ 6,750

Deposit received by Secretary on

Basis of Payment:
- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Department Authority:
- ☐ Order of Highway Commission
- ☒ Order of State Highway Engineer
- ☐ Head of department issuing order

Authority from Requisitionist:
- ☐ Agreement dated
- ☒ Letter to Glen Clark date 1-7-75
- ☐ Oral request to , date

in letter dated

Field information submitted by

Expected date of completion of work or delivery of materials March 1976

Superintendent or engineer responsible for performance of work and submission of information for billing Alfred Shirley, Jr.

Record of billing requests:

| | | | |
|---|---|---|---|
| Number | | | |
| Date | | | |
| Amount | | | |

Order prepared by Regional Office Department

Signed Martin L. Hanig
Reg. Off. Engr.

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

Rulien

FAU

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 6, 1975

FILE: PUB
X PRO 6

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Misleading News Articles

TO: Gary L. Sund
Director of Public Affairs

Mr. Al Driver, Director of Public Works, Lane County, telephoned February 5, 1975, and brought to my attention that two Eugene area newspapers had published articles stating that the Beltline-Coburg Road interchange and the Prairie Road widening projects were State Highway projects.

The Lane County Board of Commissioners were upset and letters were written to both papers stating they were in fact County projects.

As you know, these projects are federal-aid urban projects (11% County, 11% State and 78% Federal). They are in fact initiated by the County, approved by the Commission, FHWA, and will be let by the State, but are County projects.

Mr. Driver thought that the newspapers picked up the stories from the Commission minutes possibly. He was promised that this would be brought to your attention for whatever appropriate action might be considered necessary.

GLC/dt

cc: L. W. Rulien ✓

RECEIVED
COUNTY & CITY SECTION
FEB 10 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Unrein
X

| PROJECT MANAGEMENT SECTION | | |
|---|---|---|
| ROUTING | ACTION | INFO |
| P.M. ENGINEER | | X |
| PROJ. DEV. ENGR. | | |
| OFFICE ENGR. | | |
| COUNTY-CITY | | |
| FEDERAL AID | | |
| INVENTORY-NEED | | |
| MILEAGE CONTROL | | |
| PROG. & SCHEDULE | | |
| REMARKS: | | |

FEB 10 1975

lane county

BOARD OF COMMISSIONERS
Ken E. Omlid
Frank A. Elliott
Nancy M. Hayward

February 4, 1975

Valley News
1121 Fairfield
Eugene, Oregon 97402

Gentlemen:

An article and/or picture was printed in your paper indicating the Oregon State Department of Transportation had approved several projects in Lane County, and the article also indicated they were State projects. The projects mentioned were an interchange at Beltline and Coburg Roads and the reconstruction of Prairie Road.

This letter is to clarify the fact that the two mentioned projects are Lane County projects and not State projects. Both projects are on the newly created Federal Aid Urban System and are funded through that program. Lane County will prepare all the required preliminary engineering work and will pay for a portion of the construction on each project. Most of the construction costs will be borne by the Federally funded FAU program. The primary function of the State is to administer the program and the project contracts, although the State will also share in the construction costs.

We feel the matter is important to the general public and that they should be aware the projects are Lane County projects and not State projects.

Al Driver
Al Driver, Director
Department of Transportation

Frank A. Elliott
Frank A. Elliott
Commissioner

cc: State Highway Division ✓
Roseburg, Oregon

PROJECT MANAGEMENT SECTION

| ROUTING | ACTION | INFO |
|---|---|---|
| P.M. ENGINEER | | X |
| PROJ. DEV. ENGR. | | |
| OFFICE ENGR. | | |
| COUNTY-CITY | | |
| FEDERAL AID | | |
| INVENTORY-NEEDS | | |
| MILEAGE CONTROL | | |
| PROG. & SCHEDULE | | |
| REMARKS: | | |

FEB 10 1975

RECEIVED
FEB - 6 1975

lane county

BOARD OF COMMISSIONERS
Frank A. Elliott
Nancy M. Hayward
Robert E. Wood

February 4, 1975

Register Guard
975 High
Eugene, Oregon 97401

Gentlemen:

An article and/or picture was printed in your paper indicating the Oregon State Department of Transportation had approved several projects in Lane County, and the article also indicated they were State projects. The projects mentioned were an interchange at Beltline and Coburg Roads and the reconstruction of Prairie Road.

This letter is to clarify the fact that the two mentioned projects are Lane County projects and not State projects. Both projects are on the newly created Federal Aid Urban System and are funded through that program. Lane County will prepare all the required preliminary engineering work and will pay for a portion of the construction on each project. Most of the construction costs will be borne by the Federally funded FAU program. The primary function of the State is to administer the program and the project contracts although the State will also share in the construction costs.

We feel the matter is important to the general public and that they should be aware the projects are Lane County projects and not State projects.

Al Driver
Al Driver, Director
Department of Transportation

Frank A. Elliott
Commissioner

ROSEBURG REGION
RECEIVED
FEB - 6 [illegible]

O O#

cc: State Highway Division ✓
Roseburg, Oregon

Dee - Attach to the File
and send copies to Sund and
Rulien.
Glen

BOARD OF COUNTY COMMISSIONERS / LANE COUNTY COURTHOUSE / EUGENE, OREGON 97401 / PHONE (503) 687-4203

2 c 3

~~[illegible]~~
FAU

PRO 6

# OREGON STATE
# HIGHWAY DIVISION

## REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 28, 1975

Mr. Al Driver, Director
Department of Transportation
Lane County
1820 Roosevelt Boulevard
Eugene, OR 97402

Dear Mr. Driver:

This is to advise you that the Oregon Transportation Commission approved the Beltline Road at **Coburg Road** and the Prairie Road FAU projects at its meeting January 22, 1975.

We have estimated that the Highway Division's preliminary engineering work which you have requested will cost $18,250 (Beltline $11,500; Prairie $6,750). If you will forward this amount of advance deposit, we will prepare the necessary agreements. ✓

Also, we wish to discuss the cross-section on the Prairie Road project as the proposed bikeway does not meet current legal requirements for a two-way path. Please advise when it might be convenient to meet with us to discuss this and any other aspect of this project. ✓

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
JAN 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AT ■ [illegible]
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

RECEIVED
JAN 29 1975
[illegible] MANAGEMENT SECTION

Rulien
FAU
PRO 6

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 27, 1975

Mr. George Capelle
Transportation Planning Engineer
Lane County Transportation Dept
1820 Roosevelt Boulevard
Eugene, OR 97402

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mr. Capelle:

This will acknowledge your letter of January 21, 1975, transmitting environmental assessments for the Beltline Road-Coburg Road and the Prairie Road projects within the Eugene urbanized area (FAU projects).

By a copy of this letter, I am forwarding a copy of each assessment to our Environmental Section and a copy to our Regional Environmentalist for review.

This office is preparing an Order to Render Service for these two projects. Lane County will be asked shortly to provide an advance deposit for the cost of the above review, as well as other State functions requested during the preliminary engineering phase of these two projects.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien ✓
Gary Potter
Vern Skoog
Eb Engelmann

ae
Co City file
# 124.05

lane county

January 21, 1975

Mr. Glen L. Clark,
Regional Federal-Aid Engineer
Oregon State Highway Divison
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Enclosed please find three copies each of Project Environmental Assessments for our two Federal Aid Urban System projects, Beltline Road-Coburg Road overpass/interchange and Prairie Road Reconstruction.

We will gladly provide any additional information or amplification needed.

Very truly yours,

Al Driver, Director
Department of Transportation

George Capelle

By: George Capelle
Transportation Planning Engineer

GC:nlj

Enclosures

ADMINISTRATION DIV / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688 5231

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 15, 1975

AGENDA
JAN 22 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT F.A. Urban System Project Requests

Presented for your consideration at the January 22 meeting will be six requests for approval of Urban System projects.

The City of Corvallis is requesting two projects to construct new segments of Circle and Walnut Boulevards in the north portion of the City.

Klamath County and the City of Klamath Falls have submitted a joint request to widen a 0.93-mile portion of Shasta Way. Another request is from the City to use Urban System funds to complete the TOPICS project on Oregon Avenue that was approved by the Transportation Commission March 6, 1973.

Lane County has submitted two projects. One will provide a diamond interchange at the intersection of Beltline Road and Coburg Road. The other project will widen a 1.8-mile segment of Prairie Road in northwest Eugene.

Federal Urban System funds for these projects are estimated at $2,102,100 with the State providing approximately $296,450 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of them and request authority to sign the project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
C. O. Fredrickson
A. Shirley, Jr.
C. M. Williams
Jack Graham
Gary Sund

RU:ljt dpy

LANE COUNTY
Proposed Urban System Project

Beltline Road (FAU 1035) @ Coburg Road (FAU 1305) Section
Grading, paving, structure, signals, illumination; $1,050,000

This project entails all the necessary work and costs to reconstruct the existing at-grade intersection into a grade-separated diamond interchange.

Perform all construction engineering (County will pay for all preliminary engineering).

Construct Beltline Road to a 4-lane; 84-foot width.

Construct four interchange ramps.

Construct structure over Coburg Road.

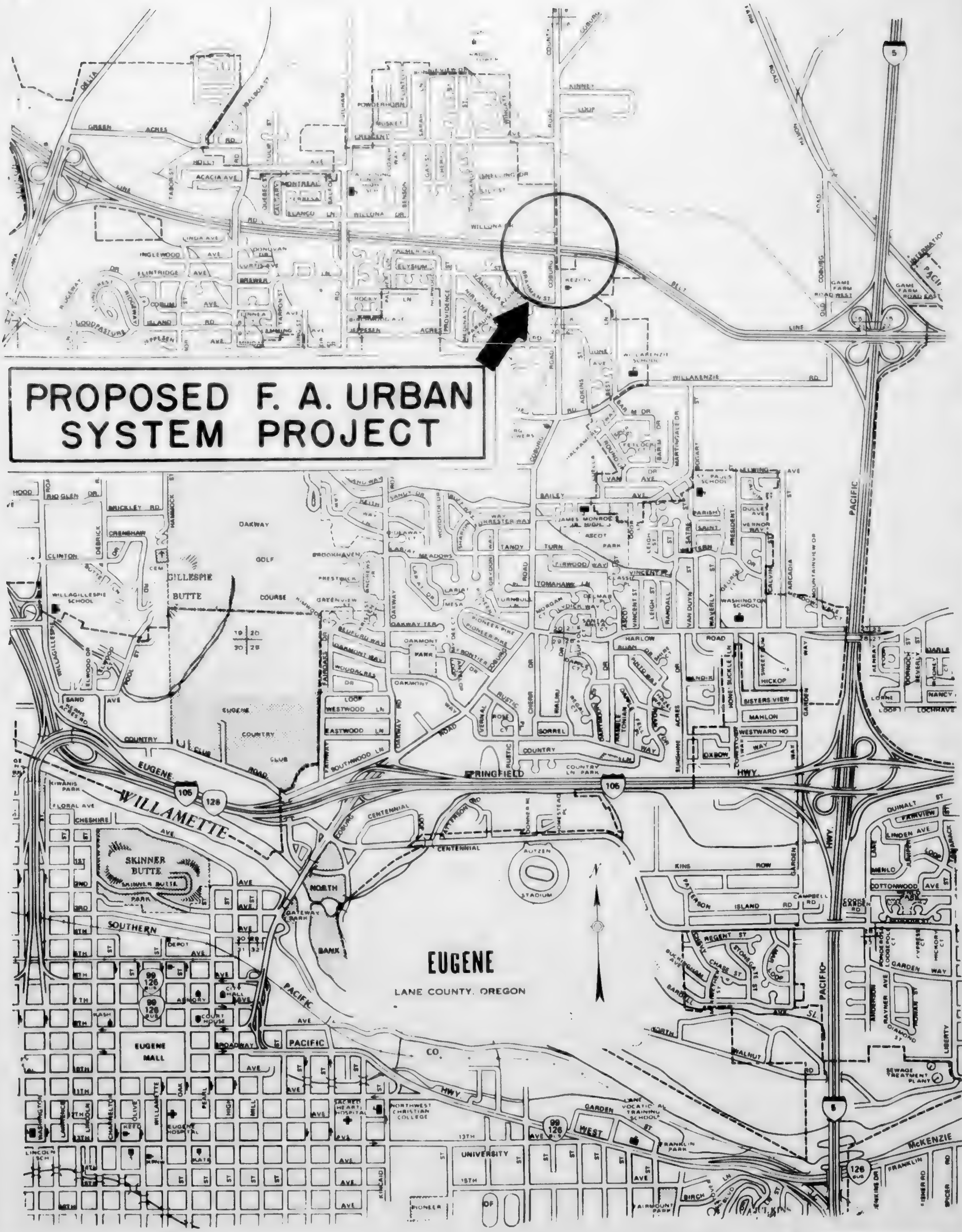
Provide necessary illumination and traffic signals.

75-a
1/9/75

SUMMARY, URBAN SYSTEM FUNDS
Proposed FAUS Projects

| JURISDICTION | SECTION | TOTAL COST | FEDERAL FUNDS | STATE SHARE |
|---|---|---|---|---|
| Corvallis | NW Witham Hill Dr.-NW Lantana Dr.<br>NW Circle Blvd FAU 2110 | $170,000 | $ 132,600 | $ 18,700 |
| Corvallis | NW Kings Blvd-NW Highland Dr.<br>NW Walnut Blvd FAU 2120 | 245,000 | 191,100 | 26,950 |
| Klam. Falls<br>& Klamath Co. | S. 6th St.-E. Side Bypass<br>Shasta Way FAU 2298 | 610,000 | 475,800 | 67,100 |
| Klam. Falls | Tunnel St.-Biehn St.<br>Oregon Ave. FAU 2363 | 145,000 | 113,100 | 15,950 |
| Lane County | Beltline Rd (FAU 1035)<br>@ Coburg Rd | 1,050,000 | 819,000 | 115,500 |
| Lane County | Irvington Rd-Maxwell Rd<br>Prairie Rd FAU 1375 | 475,000 | 370,500 | 52,250 |
|  | TOTAL NEW PROJECTS | $2,695,000 | $2,102,100 | $296,450 |

75-a
1/9/75



PROPOSED F. A. URBAN
SYSTEM PROJECT

EUGENE
LANE COUNTY, OREGON
N
BELT LINE
COBURG ROAD
WILLAKENZIE RD
OAKWAY GOLF COURSE
GILLESPIE BUTTE
EUGENE COUNTRY CLUB
SPRINGFIELD HWY
WILLAMETTE
SKINNER BUTTE
AUTZEN STADIUM
EUGENE MALL
PACIFIC HWY
SOUTHERN PACIFIC
FRANKLIN
McKENZIE
UNIVERSITY
5
105
126
99

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
January 13, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Request for Cost Estimates for Input to "Order to Render Service"

TO: L. W. Rulien
Project Management Engineer

As per our new policy regarding Authority for Surveys in the Eugene urbanized area, this office has asked the City of Eugene and Lane County for what items they will be asking the State to perform in the three projects recently submitted for funding on the FAU system.

The City has telephoned for additional information but has not made a formal request for any service at this writing.

Attached is a letter dated January 7, 1975, from Lane County regarding the Prairie Road and **Beltline-Coburg Road projects.**

Mr. Eb Engelmann, Regional Environmentalist, has been asked to work with Gary Potter regarding Item No. 1.

Would you please have an estimate made for Items 2 and 3 (plan review and contract letting) by the appropriate unit in your shop or Mr. Versteeg's section, if appropriate.

GLC/dt
Attachment

cc: J. H. Versteeg
Gary Potter
Eb Engelmann

[illegible] - pls do

H
1/19/75 SEE attached Est. sent to Clark Pd.

RECEIVED
COUNTY & CITY SECTION
JAN 17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Geo - [illegible]
R

ImH

lane county

January 7, 1975

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Glen,

I am in receipt of your letter to Dave Rhinehart requesting information on the Prairie Road and Beltline-Coburg projects.

At this time we would anticipate assistance from OSHD in the following areas:

1) E.I.S. review

2) Plan review

3) Contract letting

We plan to retain Oregon Bridge Engineering Company to prepare the structure plans on the Beltline-Coburg project. If a special agreement is required, please notify us or we will retain them under our annual agreement.

We are anxious to initiate our preliminary work soon and will look forward to your assistance and support.

Yours truly,

Al Driver
Al Driver, Director
Department of Transportation

cc: George Price

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

Section Irvington Rd.-Maxwell Rd. Prefix Auth. No.

Highway Prairie Rd. FA- 1375 Length County

1/19/75 jl

| | | Authorized | Spent to | Total Required |
|---|---|---|---|---|
| Field Survey | *(901) | | | |
| Citizen Input | *(902) | | | |
| Consultant | (904) | | | |
| Final Design — | (905) | | | 3,000 |
| Bridge Design | (906) | | | |
| Preliminary Design | (907) | | | |
| R/W Descriptions | (909) | | | |
| Soils & Geology — | *(910) | | | 1,000 |
| Traffic | *(911) | | | |
| Landscape | (912) | | | |
| Liaison | *(913) | | | |
| Utility — | *(914) | | | 1,000 |
| Photogrammetry | (916) | | | |
| Location Studies — | (918) | | | 500 |
| Engr. Graphics | (919) | | | |
| Office Engineer | (920) | | | |
| Specifications — | *(921) | | | 1,000 |
| Environmental — | *(923) | | | ( ) |
| Planning | (924) | | | |
| Foundation Exploration | *(926) | | | |
| Seminars | (950) | | | |
| Hearings | *(980) | | | |
| Equal Opportunity | *(985) | | | |
| TOTALS | | | | #6,500 |

Field Survey % Complete Field Office

Remarks: Est. State Involvement

---

Section Coburg Rd. Prefix Auth. No.

Highway Beltline Rd. FAU1035 Length County

| | | Authorized | Spent to | Total Required |
|---|---|---|---|---|
| Field Survey | *(901) | | | |
| Citizen Input | *(902) | | | |
| Consultant | (904) | | | |
| Final Design — | (905) | | | 5,000 |
| Bridge Design — Plan Review | (906) | | | 1,000 |
| Preliminary Design — | (907) | | | 1,000 |
| R/W Descriptions | (909) | | | |
| Soils & Geology — | *(910) | | | 1,000 |
| Traffic | *(911) | | | |
| Landscape — | (912) | | | 1,000 |
| Liaison | *(913) | | | |
| Utility — | *(914) | | | 500 |
| Photogrammetry | (916) | | | |
| Location Studies — | (918) | | | 500 |
| Engr. Graphics | (919) | | | |
| Office Engineer | (920) | | | |
| Specifications — | *(921) | | | 1,000 |
| Environmental — | *(923) | | | ( ) |
| Planning | (924) | | | |
| Foundation Exploration — | *(926) | | | |
| Seminars | (950) | | | |
| Hearings (Notices) | *(980) | | | 250 |
| Equal Opportunity | *(985) | | | |
| TOTALS | | | | #11,250 |

Field Survey % Complete Field Office

Remarks: Est. State Involvement

Rulien

PRO [✓ FAU]

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1974

Mr. George Price
Principal Engineer
Department of Transportation
Lane County
1820 Roosevelt Boulevard
Eugene, OR 97402

RECEIVED
COUNTY & CITY SECTION
DEC 13 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mr. Price:

This will acknowledge your letter of December 9, 1974, transmitting two FAU system project requests; One, the Beltline-Coburg Road Interchange and secondly, the Prairie Road reconstruction project.

Although you did not document the fact, it appears to fit the various jurisdictions' priority list as reviewed at a joint meeting some weeks ago by the writer in Eugene.

The priority list reviewed shows that the Prairie Road project will involve an assessment of $263,000 to abutting property owners, and thus the Federal-Aid share requested is $472,000, although the total cost is shown as $735,000.

Your project requests are being transmitted to the Project Management Section for further processing. When further information is available, you will be contacted.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Cof-[illegible] R

GLC/dt

cc: L. W. Rulien ✓

RECEIVED
DEC 13 1974
PROJECT MANAGEMENT SECTION

~~6514~~
6563

lane county

December 9, 1974

Mr. Glen Clark,
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Attached for your information and distribution to other appropriate agencies are revised copies of two Federal Aid Urban System Project Requests first submitted in June of this year. These requests are:

(1) Beltline Road-Coburg Road overpass and interchange construction (Former FAS No. 860)

(2) Prairie Road - Reconstruction from Maxwell Road to Irvington Road (Former FAP Type II)

The revisions bring these requests into conformance with the Agreement of September 6, 1974, between Eugene, Springfield, Lane County and the Lane Transit District regarding FAU projects, whereby the local agency will pay all preliminary engineering expenses and show an estimate of "zero" in the project application. This change, and the resulting change in the estimated total cost of the projects are the primary revisions in the attached documents. These copies of the requests should replace those which you now have.

Very truly yours,

Al Driver, Director
Department of Transportation

Geo Price
By: George Price
Principal Engineer

GP:nlj

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 6/6/74

Applicant Agency Lane County, Oregon

Federal Aid System Route No. FAS860; FAS210 Route Name BeltLine Rd, Coburg Rd.

Project Name Beltline-Coburg Road Interchange

Project Length 3650' Project Location (Attached sketch map)

Project Description Reconstruct existing at-grade intersection to provide a Beltline Road overpass to Coburg Road; construct four ramps; signalize Coburg Road at the ramp intersections north and south of Beltline.

Current ADT: 13,260 11,600

Projected ADT 1976: Beltline Road 17,700; Coburg Road 13,800

Year 2000 Estimate: 27,000

Average Daily Traffic Design Speed Beltline - 65 mph; Coburg - 45-50 mph

Complete Applicable Sections:

I. ROADWAY DATA (See attached drawings) BELTLINE ROAD DATA

1. Existing Roadway: (Attach sketch)

Width 64' Travel Lanes 4 travel, 1 left turn lane Shoulders 2 @ 10' A.C.

Medians 4' with guardrail Parking shoulder only

Sidewalks none

Other

2. Desired Roadway Cross Section: (Attach sketch) (see attached drawing)

Width 84' Travel Lanes 4 Shoulders 2 @ 10' A.C.

Medians 16' Parking none

Curbed none Length Curb Radii

Sidewalk/Bikeway on paved 10' shoulder

Other

FOOTNOTES: Roadway data for Coburg Road: see next sheet.

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date ____________________

Applicant Agency ____________________

Federal Aid System Route No. __________ Route Name ____________________

Project Name ____________________

Project Length ____________________ Project Location (Attached sketch map)

Project Description ____________________

Average Daily Traffic ____________ Design Speed ____________

Complete Applicable Sections:

I. ROADWAY DATA

COBURG ROAD DATA

1. Existing Roadway: (Attach sketch)

Width 62' Travel Lanes 4 travel, 1 left turn lane Shoulders 2' west side only

Medians 2' Parking none

Sidewalks 5' east side only

Other ____________________

2. Desired Roadway Cross Section: (Attach sketch) No Change

Width ________ Travel Lanes ________ Shoulders ________

Medians ________ Parking ________

Curbed ________ Length Curb Radii ________

Sidewalk/Bikeway ________

Other ________

FOOTNOTES: ____________________

Description of Proposed Roadway Work Reconstruction of Belt Line Road to elevate the roadway approximately 24' (maximum elevation over centerline of Coburg Road) using earth fill. Construction of four ramps using earth fill for approximately 1000' each ramp.

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 440' Minimum 160' Maximum 440'

2. Will Additional Right-of-Way Be Needed? No Explain Future need for interchange was envisioned when Belt Line Road originally designed; sufficient r/w purchased in 1961 for this purpose.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: 8 phase quad, full actuated.

2. Proposed Signalization:

Location At north ramp terminals and south ramp terminals
Type Full actuated
Phases 3 (each intersection)
Type of Suspension mast arm
Interconnected yes
Other

FOOTNOTES: signal plans not yet prepared.

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? by applicant

## IV. ILLUMINATION DATA

1. Present Illumination and Location:
400 watt high pressure sodium on 160' centers
staggered on Belt Line Road and Coburg Road.

2. Proposed Illumination:

Location not determined
Type
High level (100'-120' mounting height)
1000 watt metal halide

## V. STRUCTURE DATA

1. Existing Structure: (None)

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location Beltline Road between station numbers 289+69 and 291+59.

Is a particular type of structure and design desired?
Precast concrete beams and concrete deck.

Approximate size of proposed structure
Span distance 190', width 88'

Are sidewalk/bikeways desired?
yes - paved shoulder

Are any utilities to be attached to structure?
no

FOOTNOTES: Overhead signing (2 sign bridge structures) will be required at east and west Belt Line exit "breakpoints" to Coburg Road.

Are provisions for illumination desired? Yes - see IV-2

Are there any unusual or complicating conditions? No

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections None

2. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 580,000 |
| Right-of-Way Costs (If participating) | None |
| Traffic Control | 46,400 |
| Illumination | 100,000 |
| Structures | 320,000 |
| Railroad | -- |
| Other | -- |
| Preliminary Engineering | -- |
| PROJECT TOTAL | $ 1,046,400 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of

By

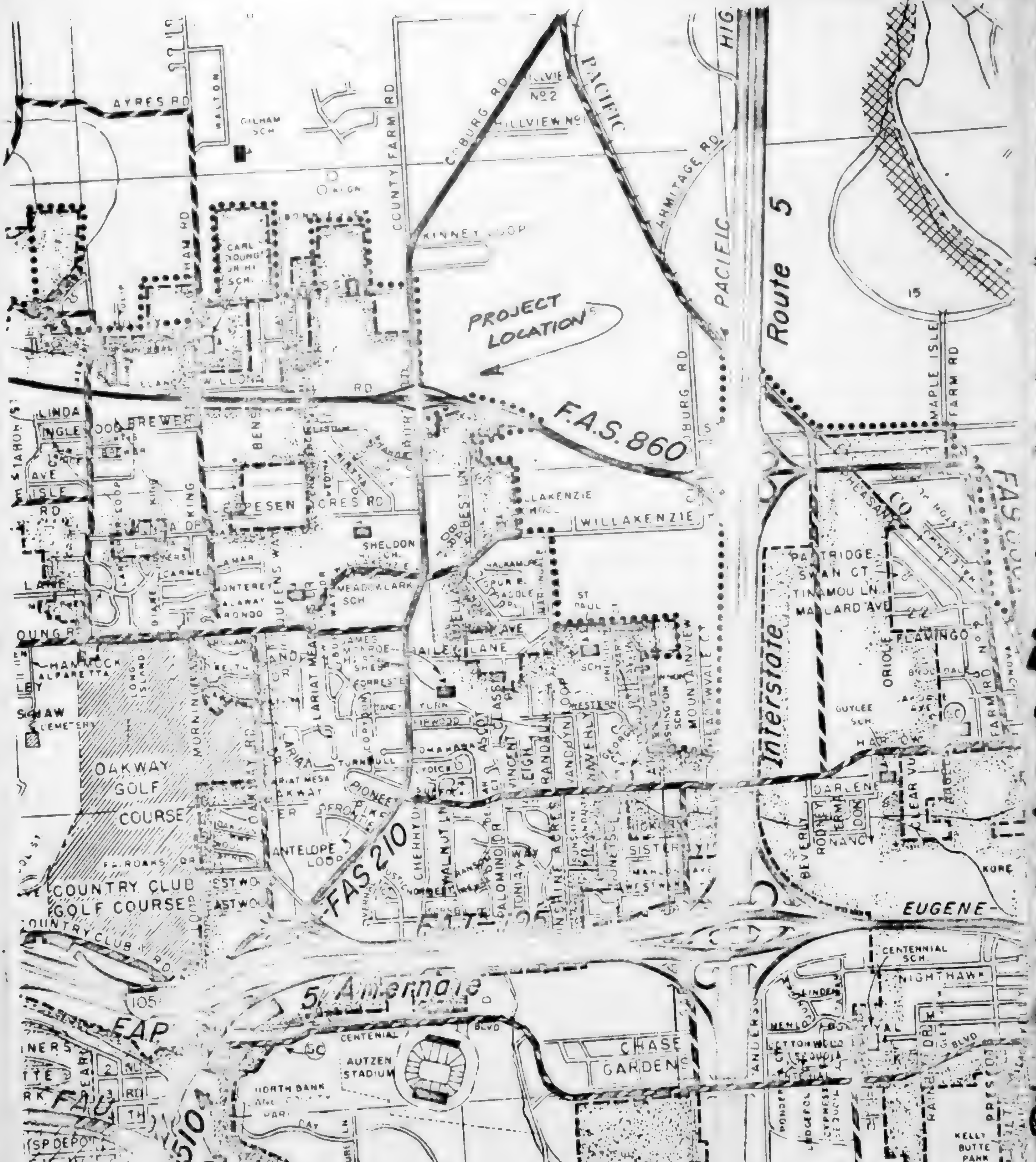
By

LANE County

By , Director

By Department of Transportation

By


PROJECT LOCATION
F.A.S. 860
Interstate Route 5
PACIFIC HIGHWAY
PACIFIC
COBURG RD
ARMITAGE RD
AYRES RD
WALTON
GILHAM SCH
COUNTY FARM RD
HILLVIEW No 2
HILLVIEW No 1
KINNEY LOOP
CARL YOUNG JR HI SCH
WILLONA
LINDA
INGLEWOOD
BREWER
KING
CRES RD
WILLAKENZIE SCHOOL
WILLAKENZIE
SHELDON SCH
MEADOWLARK SCH
MONTEREY
ST PAUL
PARTRIDGE
SWAN CT
TINAMOU LN
MALLARD AVE
FLAMINGO
ORIOLE
GUYLEE SCH
HARLOW
DARLENE
BEVERLY
RODNEY
NANCY
MAPLE ISLE FARM RD
LANE
HAMMOCK
ALPARETTA
SHAW CEMETERY
OAKWAY GOLF COURSE
OAKWAY RD
JAMES MONROE HI SCH
LARIAT MEADOWS
FORRESTER
TURNBULL
TOMAHAWK
PIONEER PIKE
ANTELOPE LOOP
FAS 210
CHERRY
WALNUT LN
PALOMINO DR
VINCENT
LEIGH
RANDALL
HAVENLY
MOUNTAINVIEW
HICKORY
SISTERS
COUNTRY CLUB GOLF COURSE
COUNTRY CLUB RD
FAIROAKS DR
EUGENE
CENTENNIAL SCH
NIGHTHAWK
5 Alternate
105
F.A.P.
F.A.U.
FAU 5104
2271
CENTENNIAL BLVD
AUTZEN STADIUM
NORTH BANK LANE COUNTY PARK
CHASE GARDENS
COTTONWOOD
SEQUOIA
KELLY BUTTE PARK
GARDEN WAY
WILLAMETTE
F.A.P. 3
GLENWOOD
ISLAND PARK
KORE
15
22

| PLAN | | BY | DATE |
|---|---|---|---|
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| NOTE BOOK | ALIGNMENT CHECKED | | |
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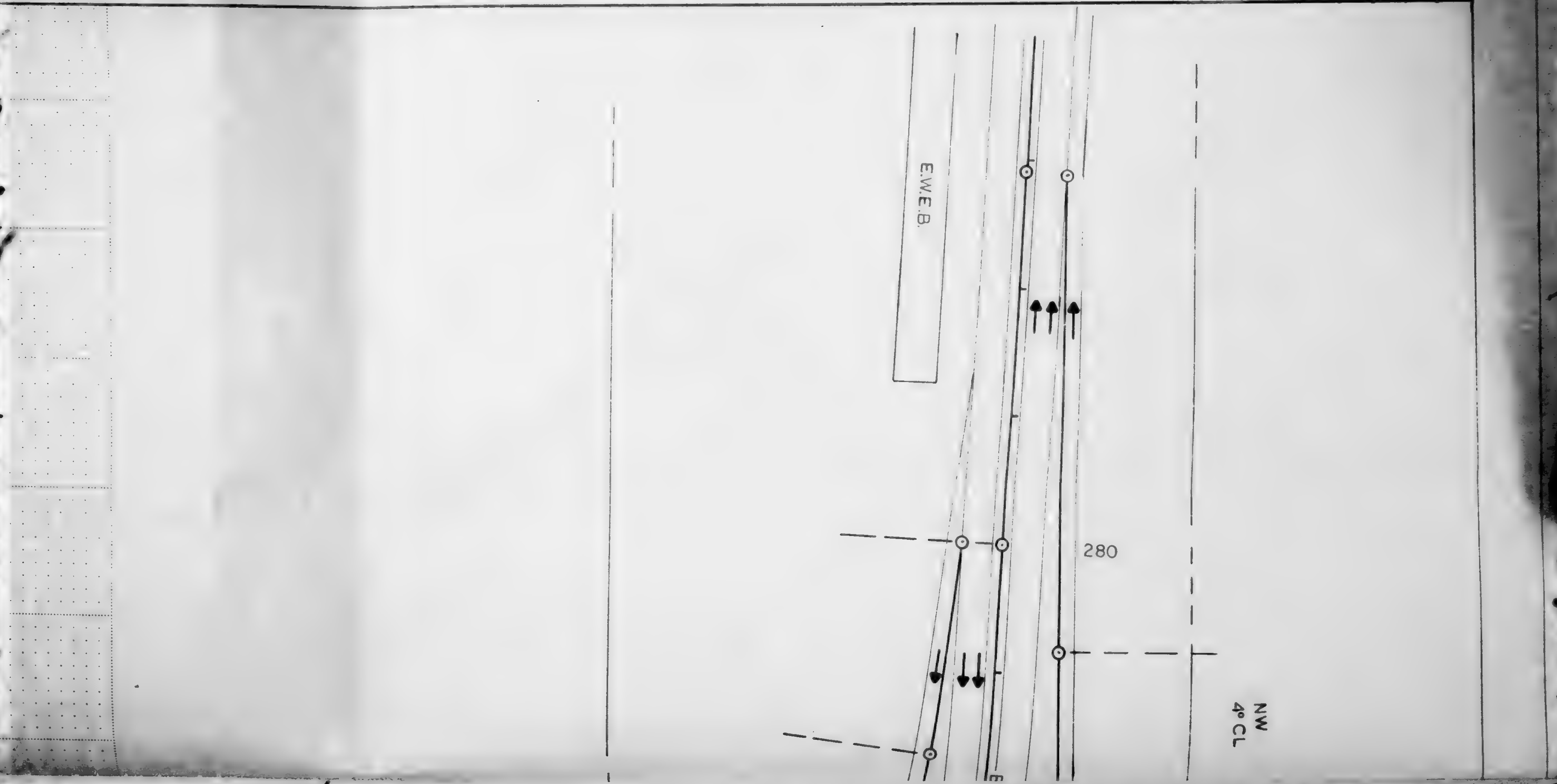
E.W.E.B.
280
NW
4° CL

| PROFILE | | BY | DATE |
|---|---|---|---|
| NOTE BOOK | SURVEYED | | |
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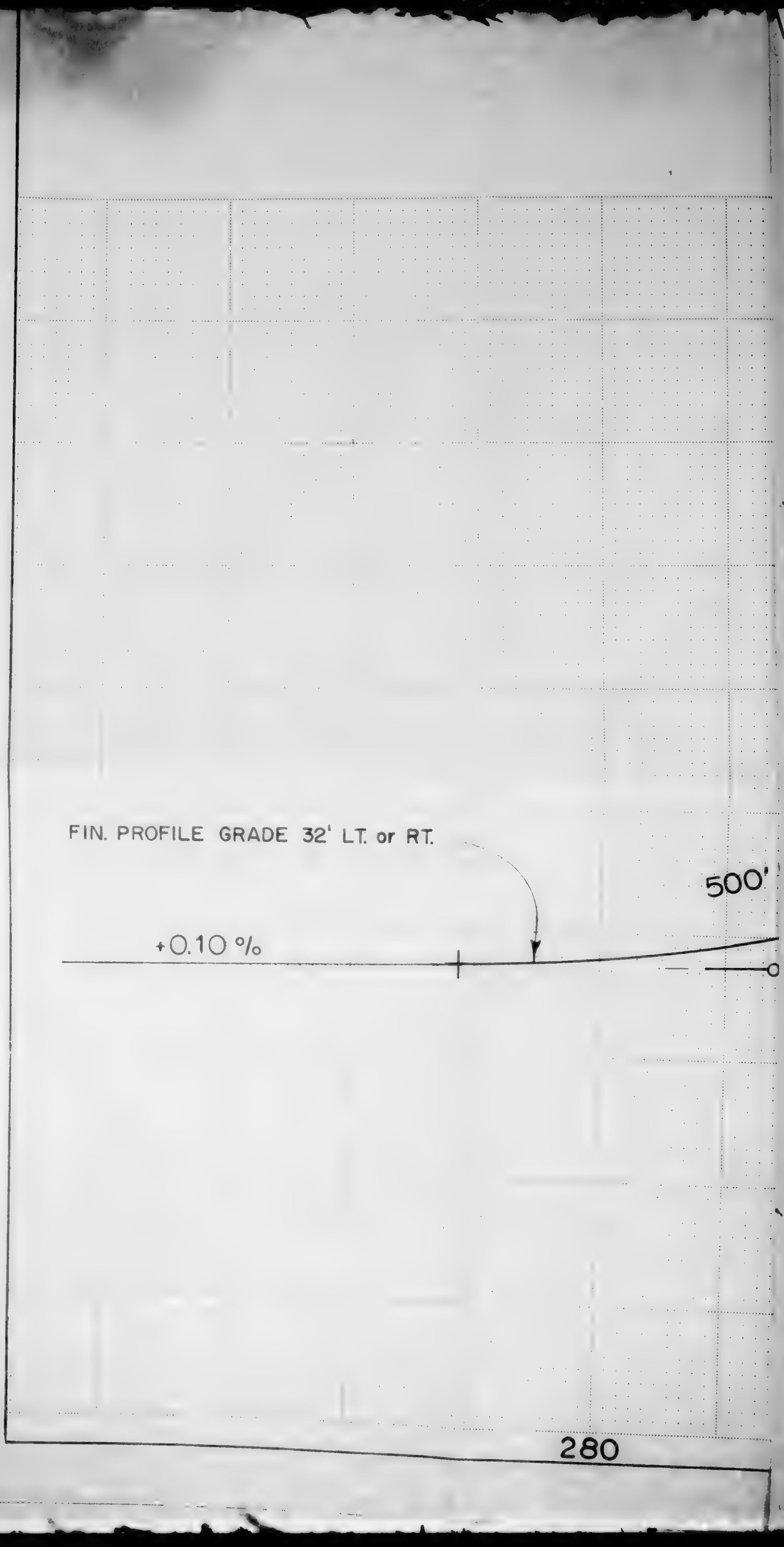
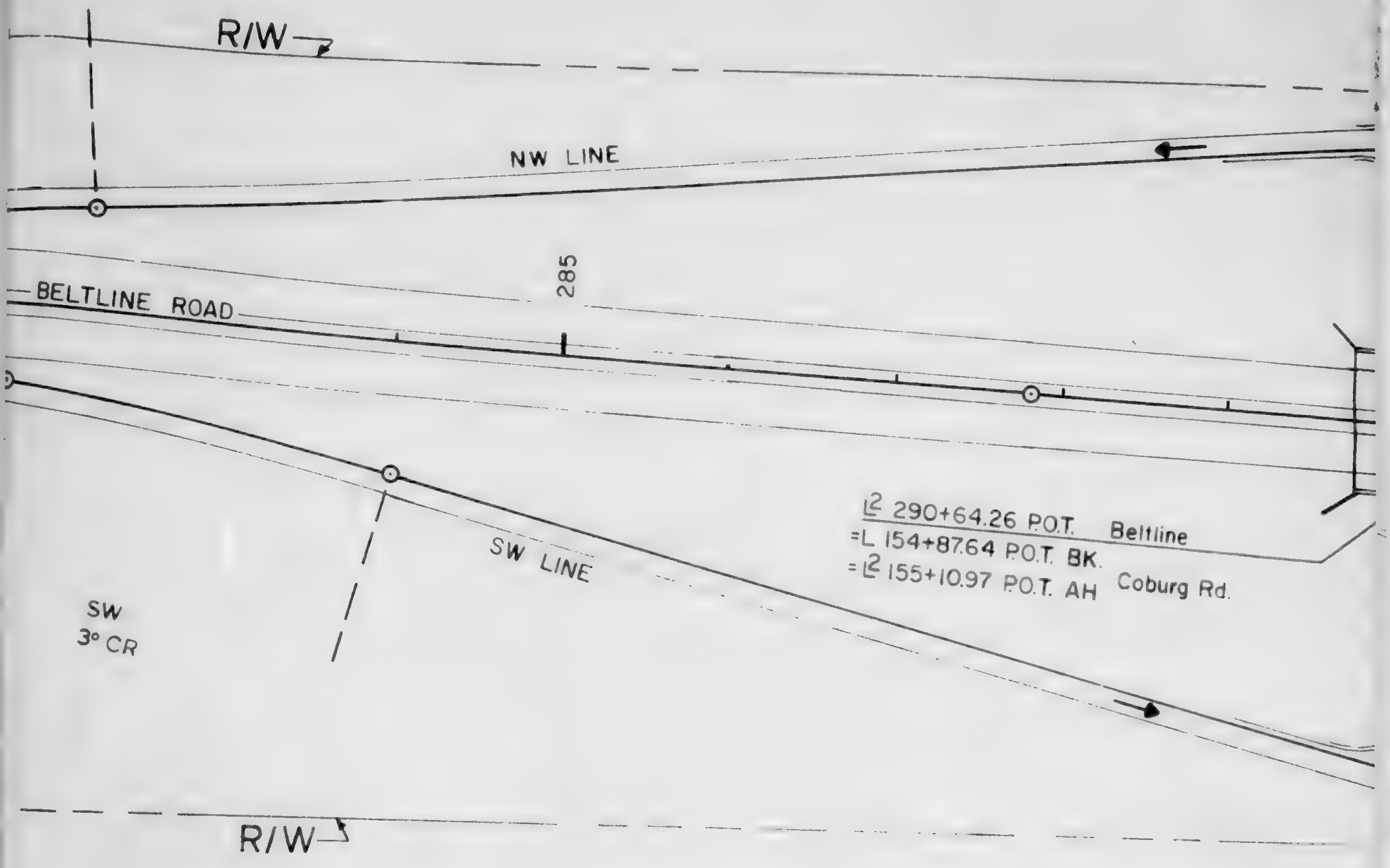
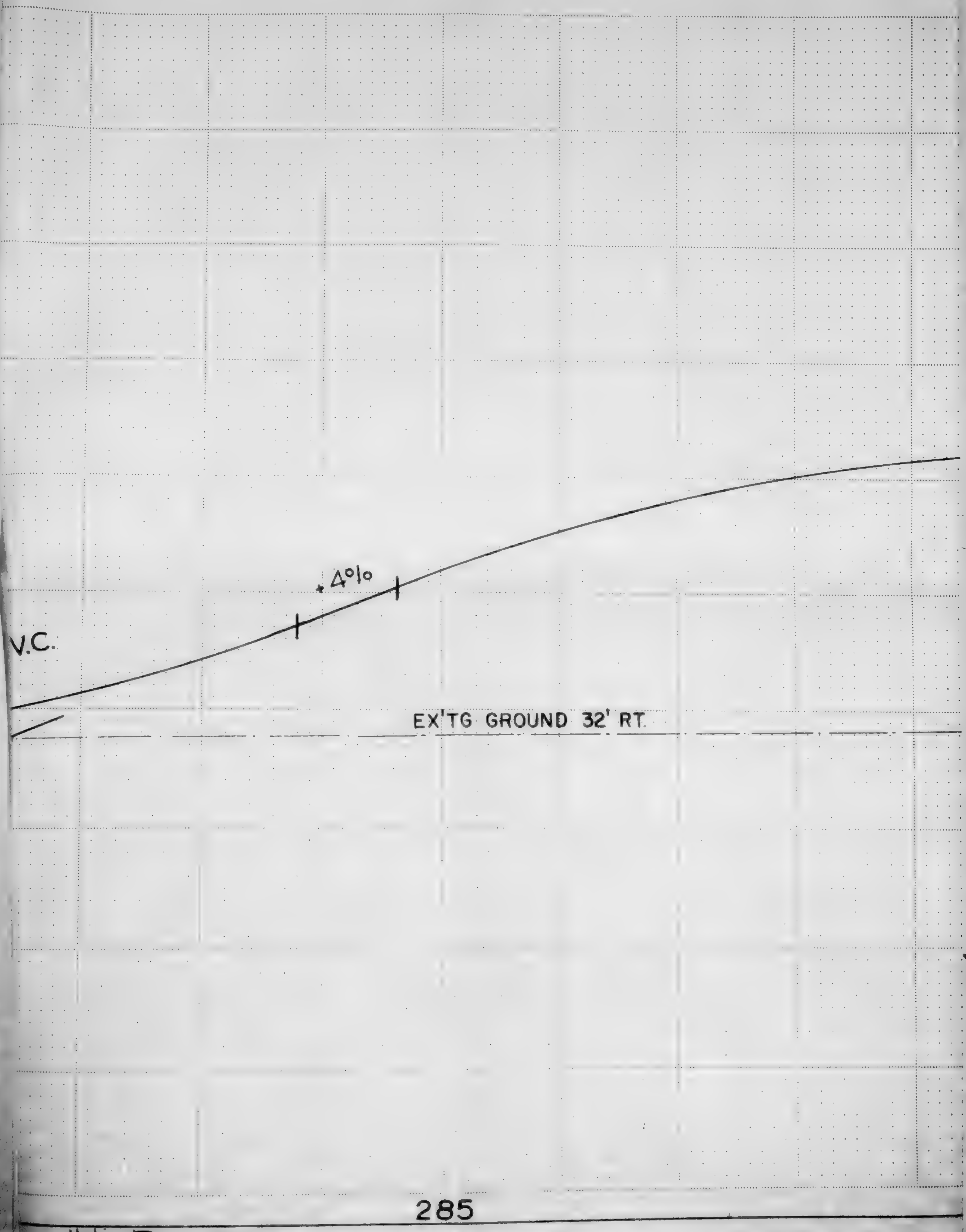
| | GRADES CHECKED | | |
| | B. Ms. NOTED | | |
| | STRUCTURE NOTA'NS CH'KD. | | |


FIN. PROFILE GRADE 32' LT. or RT.
500'
+0.10 %
280

SEC. 17, T. 17S., R. 3W.,


R/W
NW LINE
285
BELTLINE ROAD
℄ 290+64.26 P.O.T. Beltline
=L 154+87.64 P.O.T. BK.
=℄ 155+10.97 P.O.T. AH Coburg Rd.
SW LINE
SW
3° CR
R/W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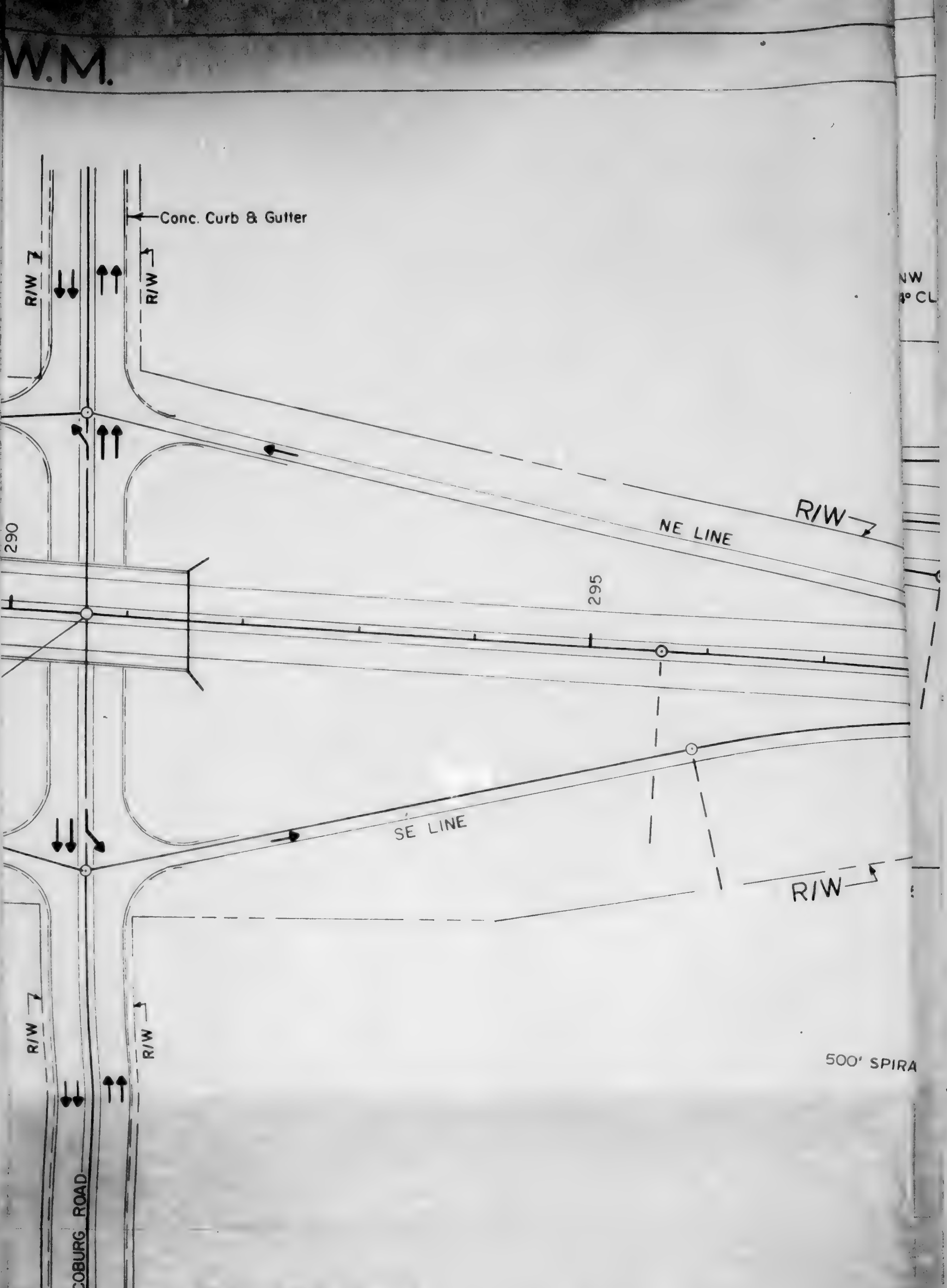
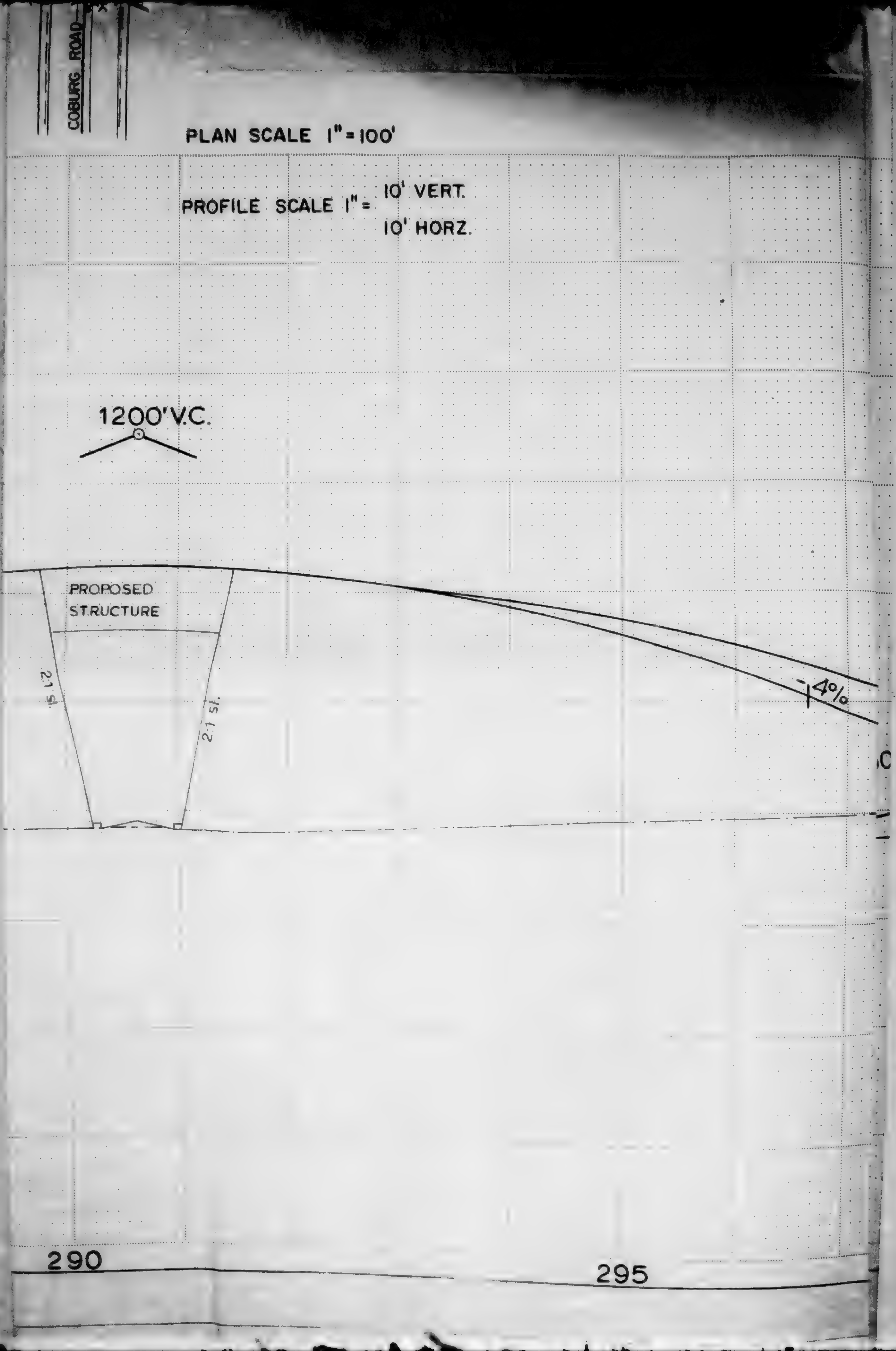
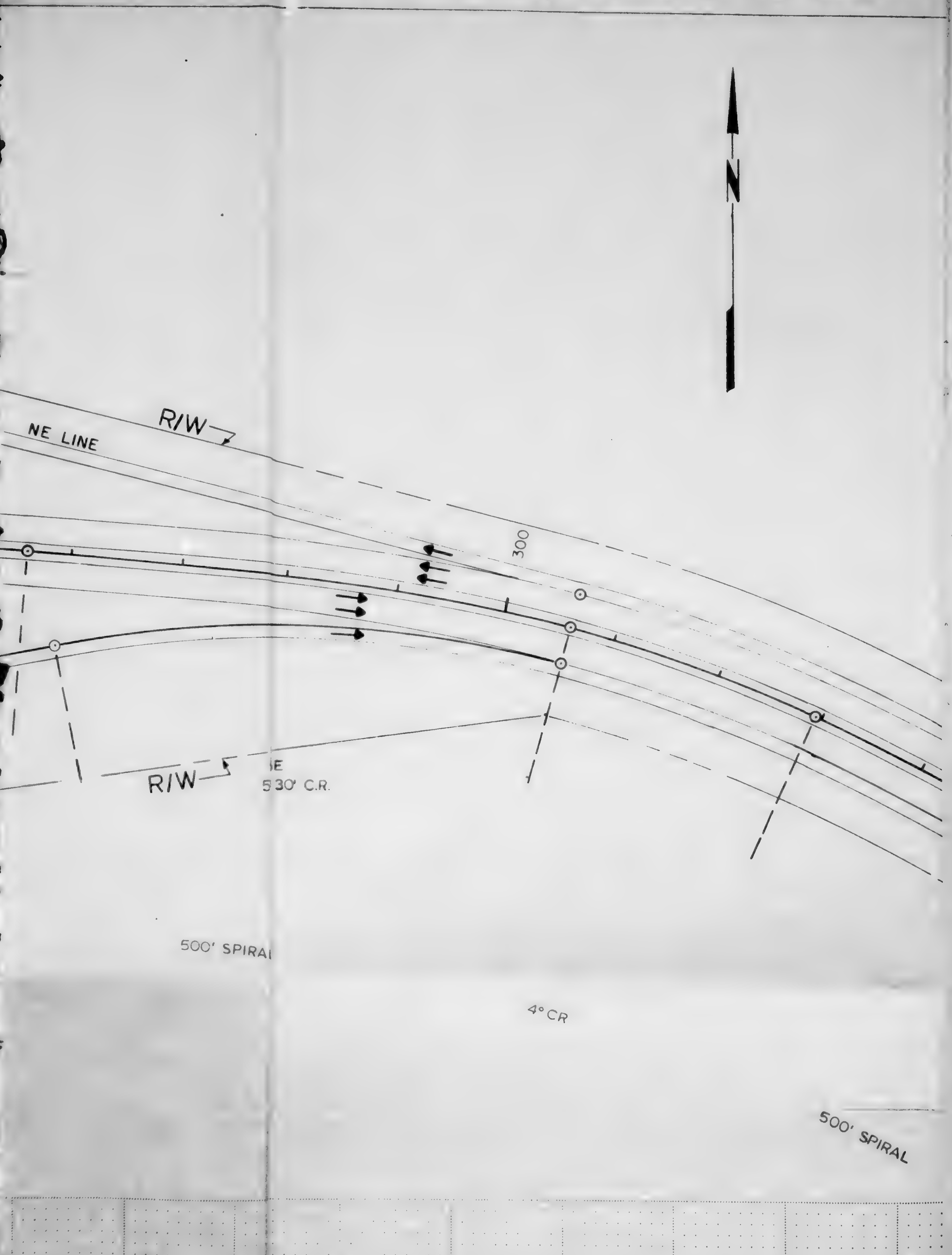
V.C.
EX'TG GROUND 32' RT.
285


W.M.
Conc. Curb & Gutter
R/W
R/W
NW
4° CL
R/W
NE LINE
290
295
SE LINE
R/W
R/W
R/W
500' SPIRA
COBURG ROAD

PLAN SCALE 1" = 100'

PROFILE SCALE 1" = 10' VERT.


COBURG ROAD
PLAN SCALE 1" = 100'
PROFILE SCALE 1" = 10' VERT. 10' HORZ.
1200'V.C.
PROPOSED STRUCTURE
2:1 sl.
2:1 sl.
-4%
290
295


N
R/W
NE LINE
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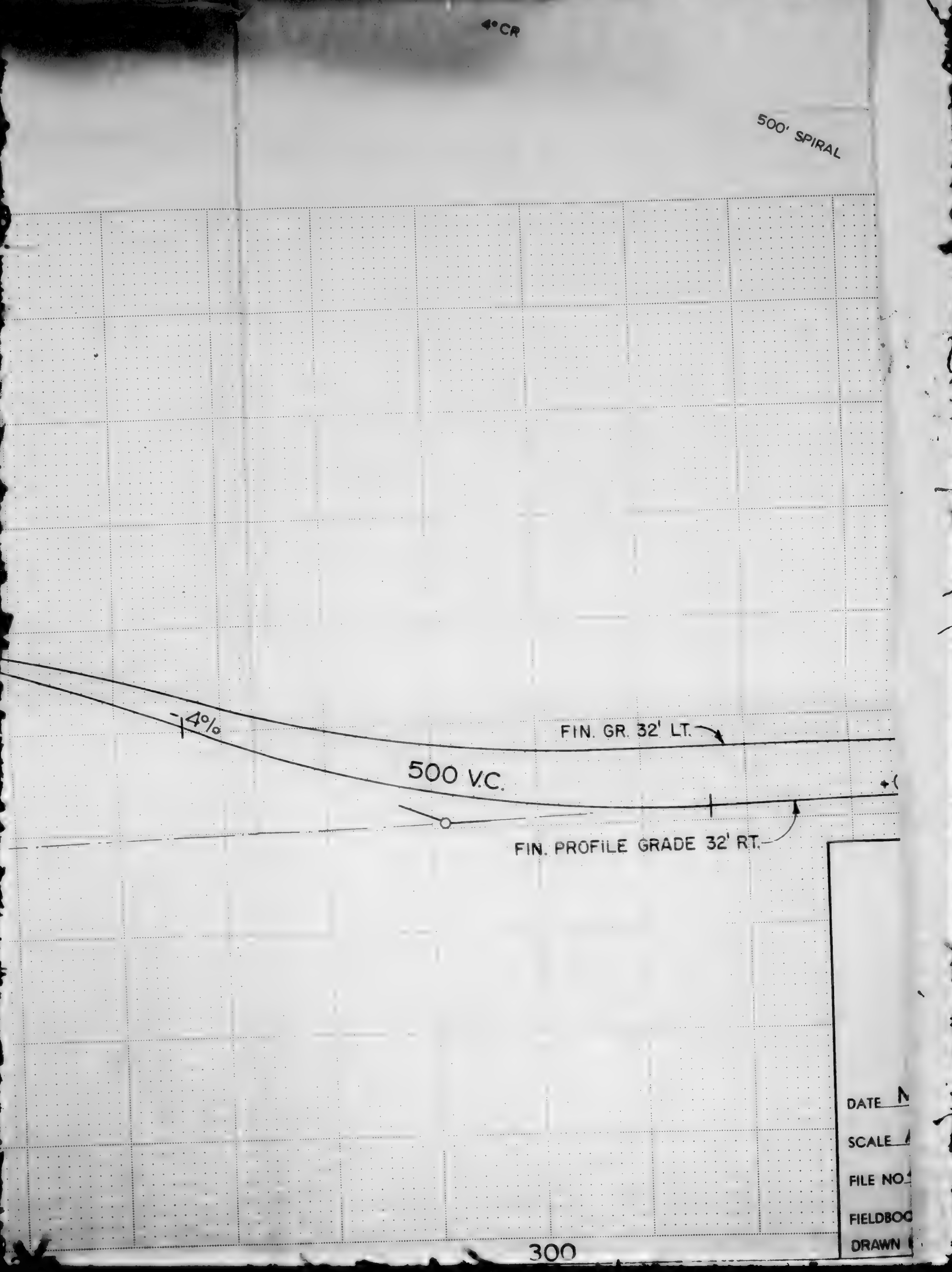
R/W
E
5°30' C.R.
500' SPIRAI
4° CR
500' SPIRAL


4°CR
500' SPIRAL
-4%
FIN. GR. 32' LT.
500 V.C.
FIN. PROFILE GRADE 32' RT.
300

DATE

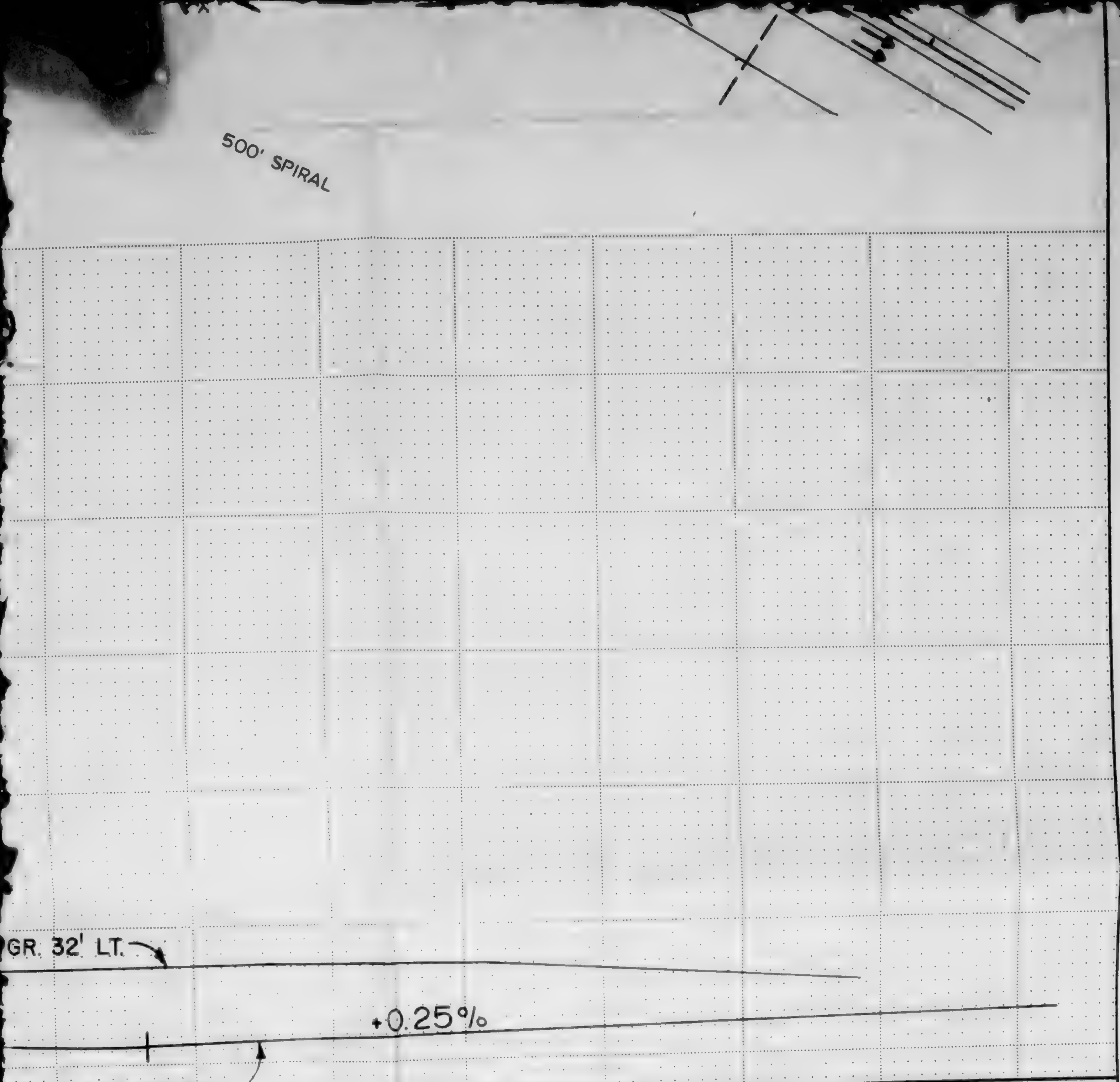
SCALE

FILE NO

FIELDBOO

DRAWN

N
305
500' SPIRAL


500' SPIRAL
GR. 32' LT.
+0.25%
LE GRADE 32' RT.

**LANE COUNTY DEPARTMENT OF** TRANSPORTATION

# PROPOSED
# BELTLINE RD—COBURG RD.
# INTERCHANGE

COUNTY ROAD NO. ______

AL DRIVER
DIRECTOR OF PUBLIC WORKS

DATE MAY 1974

GEORGE PRICE
PRINCIPAL ENGR.

SCALE AS SHOWN

FILE NO 4-9

ACCOUNT NO M 1725

INDEX NO ______

SHEET 1 OF 1 SHEETS

FIELDBOOK NO ______

DRG. NO. 0001

DRAWN BY D.L.

8411 Logsden-Rock Cr. Sec. 1976
(Logsden-Nashville Rd.)
(Paving)

C & A 5760 7-28-76

Form 81-734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9/6/78 | CC1837 | | 521-1094-297 |

**BILL TO:** Code:

Lincoln County
Board of Commissioners
Courthouse
Newport, Oregon 97365

Attn:Mr. Joe Steere - County Engineer

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing: Logsden-Rock Creek Section<br>FAS 150<br>Covered by agreement #5760<br>dated 7/15/76 | | | $ 2,287.12 |

NOTE: Please forward one copy of the itemized statement to County along with refund.

| | |
|---|---|
| Advance Deposit Amount | $ 9,700.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 7,700.00 |
| Balance | $ 2,000.00 |
| Transfer ~~to~~ From Highway Fund | $ 287.12 |
| Refund Due County | $ 2,287.12 |

Amount Due county . . $ 2,287.12

Partial or final request for billing Final

Number of the previous request in connection with this service. CC 1629

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald W. Wimer
Gerald W. Wimer

SP*35736-734

Oregon State Highway Division
September 6, 1978

## ITEMIZED STATEMENT OF FINAL COSTS

Lincoln County
FAS 150

Contract No. 8411
Section: Logsden-Rock Creek

Date Completed: 9/30/76

| | |
|---|---|
| Payment to Contractor (Fed. Part.) | $ 70,642.77 |
| Striping | 581.15 |
| Engineering | 10,683.59 |
| Total Fed. Part. | $ 81,907.51 |
| Interest paid to contractor (non part.) | 10.16 |
| Engineering | 1,575.00 |
| | $ 1,585.16 |
| Total cost of construction | $ 83,492.67 |
| Federal Funds collected | $ 70,252.07 |

County share of construction costs:
½ ($81,907.51 - $70,252.07) + $1,585.16 = $7,412.88

| | |
|---|---|
| County advance deposit | $9,700.00 |
| County share of costs | 7,412.88 |
| Refund due County | $2,287.12 |

Reference - Billing form CC 1837

Form A-65—5M—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by
Lincoln County
Board of Commissioners
Courthouse
Newport, Oregon 97365

This Space for Use of Accounting Division

Date August 31, 1978

Invoice No.

P. O. No.

ATTN: Mr. Joe Lebo - County Engineer

Additional refund due Lincoln County for the construction of the Logsden-Rock Creek Section FAS 150.

Lincoln County

$837.00

Gerald W. Wimer

Ref. CC 1629
CC 1837

5411(21)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items [illegible] and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-105(5)
2. COUNTY Lincoln
3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract involved construction of an asphalt concrete overlay on the "Logsden-Rock Creek Section" of FAS 150 (Logsden-Nashville Road) approximately 9 miles east of Siletz.

5. CONTRACTOR'S NAME Morse Bros., Inc.

6. CONTRACT AMOUNT $ 76,167.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE [illegible]

TITLE Construction Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

SEP 7 1977
Washington

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width 30' feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| 6201 | 2.05 | 32' | | |

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY P. V. Riedl, Area Engineer

11. DATE OF INSPECTION 10-12-76 & 10-20-76

12. IN COMPANY WITH H. Patterson, Res. Engr., Gerald Wimer, Reg. 2 Const. Engr. Robert Reinhart, Contractor, Mick Stam, Lincoln Co., R.E. Nelson, Res. Engr.

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE Original signed by P. V. RIEDL

14. TITLE Area Engr.

15. DATE 9-7-77

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer
G. K. Hossner

17. TITLE District Engr.

18. DATE 9-7-77

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8411

5

January 17, 1977

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On January 10, 1977, we wrote to you concerning release of final payment on Contract No. 8411 awarded to Morse Bros., Inc., for paving on the Logsden-Rock Creek Section of FAS 150 in Lincoln County.

Final payment on this contract is $575.00 and the total contract amount is $70,642.77. No work was performed under force account.

Very truly yours,

C. W. Head
**COMMISSION SERVICES**

sr

cc Morse Bros., Inc.
E. Grant St.
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8411

15

December 22, 1976

Morse Bros., Inc.
East Grant Street
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8411 for work on the Logsden-Rock Creek Section of FAS 150 in Lincoln County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of one day is granted to delete all liquidated damages. This is because of a delay in getting the "E" mix design back from the State and the slow submission of the contract to you after the award.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8411

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 16, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Logsden-Rock Creek Section
Contract No. 8411
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Morse Bros. Requests a two-day extension on this completed project because of alleged delay in the "E" mix design. Twenty days elapsed before the contractor received it back after samples were sent in on the day the contract time started. The contractor infers that the State is required by the specifications to have a mix design back in 15 days. Actually this specification requires that the State have the aggregate "at least 15 days prior to producing any of the mixture." This project included 1,730 tons of "C" mix leveling A.C. and 2,220 tons of "E" mix. Because of the "E" mix on a late in the season contract, the time was deliberately set very close. Thirty calendar workdays were allowed. Some pertinent dates are:

| | | |
|---|---|---|
| Bids opened | 7-29-76 | (3 bidders) |
| Contract sent | 8-19-76 | (Lincoln County concurrence and deposit was required) |
| Day count start | 8-31 | (A.C. aggregate samples submitted by the contractor) |
| Paving performed in 6 actual workdays, between | 9-22 & 9-30 | |
| Project completed | 9-30 | (1 day liquidated damages at $75) |

Aside from the semantics of the 401.11 specification about mix design time, it seems to me the State could and should have expedited the information in this situation. We knew we had a very short contract time and even if the actual design of the mix could not have been expedited, the relaying of the results back to the contractor could have been accomplished a little faster than by ordinary mail.

I note another valid reason to consider time extension in that 21 days elapsed from the date of bid opening until the contract was sent to the contractor. The specs. allow consideration for time extension if we use more than 20 days. I therefore recommend the one day extension to delete all liquidated damages.

This is a federal-aid secondary project but I believe under the secondary road plan, we have discretion to grant the extension without specific FHWA concurrence. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

REC'D
STATE HWY ENGR
DEC 20 '76
REFER TO
FOR
R/D
Inves
Info

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8411 Contractor Morse Bros., Inc.

Highway FAS 150 (Logsden-Nashville Rd.)

Section Logsden-Rock Creek

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXXXX GRANTED. The reasons for such recommendation are as follows:

Standard Specification 401.11 only gives the State 15 days to produce an acceptable asphaltic concrete mix design after receiving the aggregate samples. It took 21 days on this project. Hence, the one day needed to eliminate all liquidated damages on this project should be granted.

Construction Section: Do not agree with above interpretation of 401.11. However, the one day extension is recommended due to exceeding the 20 days for submitting contract to contractor, and/or considering the very short contract time allowed late in season, the State should have expedited the mix design information back to the contractor.

Recommended for Approval:

Region Construction Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8411
Project designation RS-105(5) State-Federal
Date awarded August 17, 1976
Work started September 9, 1976
Per cent completed 100 - September 30, 1976 Date
No. of ~~Workdays~~ calendar Allowed 30
No. of ~~Workdays~~ calendar Used 31
No. of Added Workdays Requested 2

SP*8296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 25, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 days to 32 days, within which to complete our Contract No. 8411, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

MORSE BROS., INC.
Contractor

By Robert R. Reinhard
Robert R. Reinhard

## CONSENT OF SURETY

Date 10-26, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland G. King
Attorney-in-fact

Roland King
Resident Agent

(SEAL)

HARRISBURG
P. O. BOX 205
PHONE 995-6336

LEBANON
P. O. BOX
PHONE 258-8141

ALBANY
1759 S. E. KENNEL RD.
PHONE 928-2547

CORVALLIS
P. O. BOX 1126
PHONE 752-3428

SWEET HOME
2903 GREEN RIVER RD.
PHONE 367-6174

MORSE BROS. INC.

# MORSE BROS., INC.

Oct. 18, 1976

H. H. Patterson
Resident Engineer
253 N. E. 1st St.
Newport, Oregon - 97365

Re: Logsden - Rock Creek Project

Dear Sir:

On August 31, 1976 aggregate samples for the E-mix asphalt material were submitted to the O. S. H. D. The O. S. H. D. laboratory reports show the material received on the 1st of September. On the 17th of September the Class E mix design was reported from your laboratory but was not received until September 20th in the mail. Upon receiving the E mix design, Morse Brothers, Inc. immediately began preparations to start the paving phase of the referenced project. On the 21st of September paving equipment was moved onto the project and on the 22nd of September, asphalt was being laid.

Morse Brothers, Inc. is requesting an additional two (2) days be added to the original 30 days. The two days requested would be those extra two days the O. S. H. D. took in preparing the Class E mix design. Morse Bros., Inc. feels the additional two days are justified and our work progress shows MBI was trying to complete the project within the original time alloted. The original 30 days would have been adequate if the 15 day test design schedule had been met.

Sincerely,

Robert R. Reinhard
Construction Superintendent
MORSE BROS., INC.

RRR/hj

RECEIVED
OCT 28 REC'D
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Logsden - Rock Creek

WEEK ENDING: 23Oct 1976

SECTION PREFIX: 521-1094

HIGHWAY: FAS 150

COUNTY: Lincoln

NAME OF JOB: Logsden Overlay

KIND OF WORK: Paving

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 8411

FEDERAL AID PROJECT NUMBER: RS - 105(5)

DATE OF CONTRACT: 8/17/76

DATE WORK STARTED:

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS / Work/ SPECIFIED CALENDAR DAYS: 30

WORK DAYS USED / Work/ CALENDAR DAYS USED: 31

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $ 87,784.29

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 80,117.54

ENGINEERING AUTHORIZATION: $ 7,666.75

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 80,117.54

ENGINEERING COST TO DATE: $ 9,973.

DATE PROJECT WAS COMPLETED: 30 Sep 76

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 130 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | 2.05 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 2.05 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 3950 |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 3806 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 3806 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Clear | 31 | | |
| MONDAY | Clear | 31 | | |
| TUESDAY | Overcast | 31 | | |
| WEDNESDAY | Fog | 31 | | |
| THURSDAY | Sctd Clouds | 31 | | |
| FRIDAY | Overcast | 31 | | |
| SATURDAY | | 31 | | |

Routing
Keasey K
Bond
Jackmond
Harwood A
Johnsen
Walker
RECEIVED
OCT 25 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| Oct 17,1976<br>SUNDAY | |
| 18<br>MONDAY | |
| 19<br>TUESDAY | |
| 20<br>WEDNESDAY | |
| 21<br>THURSDAY | |
| 22<br>FRIDAY | |
| 23<br>SATURDAY | |

## REMARKS

Remaining items to complete Post-final estimate: A Negative Price Agreement and Third Notification.

Computations for the Price Agreement sent to Construction Office Oct 13,1976 and this office awaiting reply.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE COPY

Form Approved; O M B No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>9-15 71 | State<br>Oregon<br>County<br>Lincoln<br>Project No.<br>RS-105(5) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.4 mi. S. E. Logsden, E 2.1 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 12-22-75 | 2.05 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 12-22-75 | 2.05 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.74%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 94,984 | $ 81,439 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

By
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For G. L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right of way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payment hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to the Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division
Salem, Oregon, Sept. 7, 1976

Federal Aid Project
No. RS-105(5)

Logsden-Rock Creek Section
FAS 150
Lincoln County

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 7,200.00 |
| | | Total | $ 7,200.00 |

Type Code 6201
Paving (MP 8.70 to MP 10.75)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 1,200.00 |
| Temporary Signs | 176 sq. ft. | 4.00 | 704.00 |
| Flagmen | 160 hrs. | 18.00 | 2,880.00 |
| Pilot Car | 80 hrs. | 22.00 | 1,760.00 |
| Class "C" Asphalt Concrete Mixture in Leveling and Base Course | 1,730 tons | 11.35 | 19,635.50 |
| Class "E" Asphalt Concrete Mixture | 2,220 tons | 11.90 | 26,418.00 |
| Asphalt Cement in Mixture | 270 tons | 75.00 | 20,250.00 |
| Portland Cement Additive in Class "E" Mixture | 22 tons | 60.00 | 1,320.00 |
| Asphalt in Tack Coat | 4 tons | 200.00 | 800.00 |
| Extra for Asphalt Approaches | 16 only | 75.00 | 1,200.00 |
| | | | $76,167.50 |

Anticipated Item

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | | $ 500.00 |
| | | Subtotal | $76,667.50 |
| | | Engineering | 11,116.50 |
| | | Total | $87,784.00 |

Length of Project . . . . . . . . . 2.05 miles

Cost of Roadway per Mile: $42,821.46

Logsden-Rock Creek Section
FAS 150
Lincoln County

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P. E. | $ 7,200.00 | $ 6,173.00 | $1,027.00 | $ --- |
| Roadwork | 87,784.00 | 75,266.00 | 6,259.00 | 6,259.00 |
| Total | $94,984.00 | $81,439.00 | $7,286.00 | $6,259.00 |

Group 1 - 100%
Contract No.
Prefix No. 521-1094
Prefix No. 521-1970 (P. E.)

FAS 150
Linc. Co

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Lincoln County
Board of Commissioners
Courthouse

Newport, OR 97365

Attention of Mr. Joe Steere

Request No. (assigned by staff engineer or head of division) cc 1629

Date August 26, 1976

Payer's Order No. (if any) ..................

Department Order No. (if any) ..................
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $9,700.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the construction of the Logsden-Rock Creek Section FAS 150<br>Covered by agreement dated 9/24/75 | | 7,700.00 |
| | | To be retained | | $2,000.00 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $.................. | Credit distribution:<br>521-1094-297 |
| If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 9,700.00 | Submitted by:<br>Harold Reynoldson<br>Harold Reynoldson |
| Is this a partial or final request for billing? Partial | Approved:<br>..................<br>Division Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.................. | Approved:<br>George N. Hopkins<br>G. N. Hopkins Department Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service. .................. | |

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division

fas 150
Linc. Co.

August 4, 1976

Lincoln County
Board of Commissioners
Courthouse
Newport, OR 97365

Attn: Joe Steere
Engineer

Gentlemen:

On July 29, 1976, a satisfactory bid was received from the Morse Brothers, Inc., Lebanon 97355, for Logsden-Rock Creek Section, FAS 150. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

| | |
|---|---|
| Bid Items | $76,167.50 |
| Striping | 500.00 |
| 4½% Contingencies | 3,450.04 |
| 10% Engineering | 7,666.75 |
| Estimated Total Cost | $87,784.29 |

County's Advance Deposit:
11% of $87,784.29 = $9,656.27 or say $9,700.00

Please make your check in the amount of $9,700.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P.O. Box 30, Salem Oregon 97310.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

bc w/att: Phil Stearns - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of notification of advance deposit No. AD 229 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

July [illegible], 197[illegible]

Board of County Commissioners
Lincoln County
Courthouse
Newport, OR 97365

Attention: Alberta [illegible] Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Logsden-Rock Creek Section of the Logsden-Nashville Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

Section Logsden - Rock Creek

Programming Estimate $

Highway FAS 150 (Logsden-[illegible] Rd.)

Project Length 2.05 miles

County Lincoln

Completion Time 30 cal w/days

(C.F.L. 76)

Kind of Work Paving

Prefix 521-1970

FA Project No. RS-106(5)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 131,082 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 500 | |
| Stage Construction Striping | | |
| Temporary Erosion Control | | |
| Install Truck Scale Mechanism | | |
| Truck Scale House | | |
| Install Temporary Traffic Signals | | $ 500 |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| Furnish Mail Box Posts | | |
| Pipe Bedding Materials | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Adjust Utilities | | |
| Misc. Permit Fees | | |
| | | $ 131,582 |
| Contingencies (4-1/2%) | | 5,921.19 |
| Engineering ( %) | | 11,842.38 |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 149,345.57 |

Phil Stearns called Joe St[illegible] [illegible]
He says $150,000 estimate OK. [illegible]
P. [illegible]

116,220
Ad. Dep = $16-$17,000

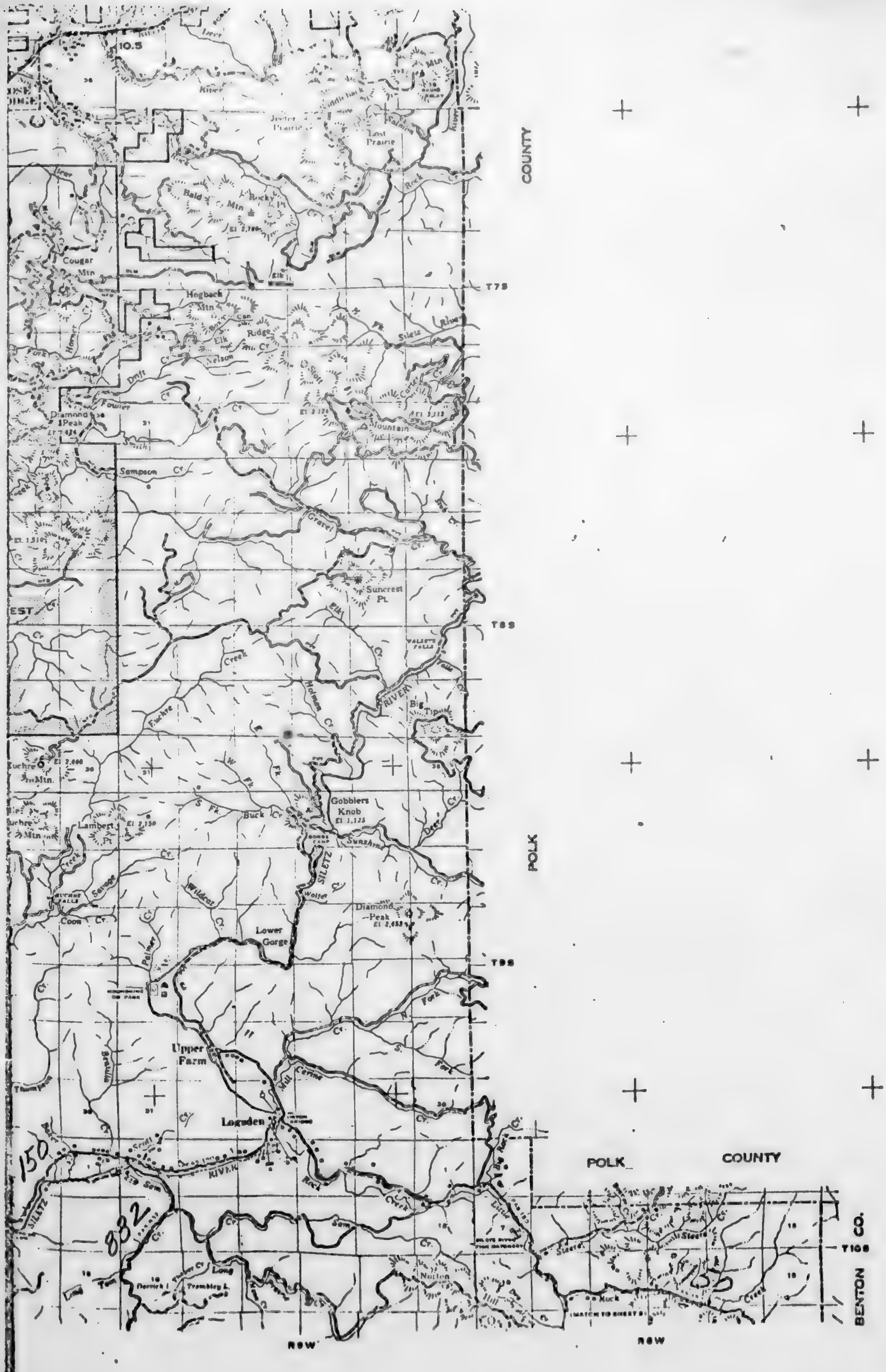
OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1
Date 6-15-76

Section Logsden - Rock Creek
County Lincoln

Kind Of Work Paving
Length 2.05 mi
Name Galloway

| No | ITEM | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | (Incl Mobil. @ 8%) | | | | 6-23-76<br>8J | |
| 1 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 1000 |
| 2 | Temporary Signs | | Sq. Ft. | 127 | 6.00 | 762 |
| 3 | Flagmen | | Hour | 160 | 17.00 | 2,720 |
| 4 | Pilot Car | | Hour | 80 | 22.00<br>~~20.00~~ | 1760<br>~~1600~~ |
| | Class "C" Asph Conc Level & Base | | Ton | 1280 | 23.00 | 29440 |
| 5 | Class "C" Asphalt Concrete Mixture | | Ton | 450<br>~~1730~~ | 23.00 | 10350 |
| 6 | Class "E" Asphalt Concrete Mixture | | Ton | 2220 | 25.00 | 55,500 |
| 7 | Asphalt Cement In Mixture | | Ton | 270 | 95.00 | 25650 |
| 8 | Portland Cement Additive In Class "E" Mixture | | Ton | 22 | 70.00 | 1540 |
| 9 | Asphalt In Tack Coat | | Ton | 4 | 150.00 | 600 |
| 10 | Extra For Asphalt Approaches | | Each | 16 | 110.00 | 1760 |
| | | | | | | 131,082 |


COUNTY
POLK
POLK COUNTY
BENTON CO.
T7S
T8S
T9S
T10S
R9W
Lost Prairie
Bald Mtn
Rocky Pt
Cougar Mtn
Hogback Mtn
Elk Ridge
Diamond Peak
Sampson Cr
Gravel Cr
Suncrest Pt.
Big Tip
Euchre Mtn
Lambert Pt
Gobblers Knob
Diamond Peak
Lower Gorge
Upper Farm
Logsden
SILETZ RIVER
150
882

GENERAL

LINCOL

OF

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-105(5)
Project Name Logsden-Rock Creek
Logsden-Nashville Rd., FAS 150

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon, this 22nd day of June, 1976

County of Lincoln

Albert R. Strand
County ~~Judge~~/Chairman

Jack W. [illegible]
Commissioner

Andy Zedwick
Commissioner

C.C. John Oaks
D.E. Swan

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

FAS 150
Linc. Co.

June 18, 1976
(date)

Lincoln County Board of Commissioners
Courthouse
Newport, OR 97365

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

**Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.**

Highway FAS 150, Logsden-Nashville Road

Section Logsden-Rock Creek Section: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUN 29 1976
☐ ENGR. ☐ COOR. ☑ [illegible] ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

June 25th, 1976
(date)

By Albert R. Strand

By Jack H. Postle
Commissioner

By
Commissioner

cc: Duane Riding,
Proj Mgt Section

BEN GIFFORD

Section Logsden - Rock Creek
Programming Estimate $ 149,000

Highway FAS 150 (Logsden-Nashville Rd)
Project Length 2.05 miles

County Lincoln
Completion Time 30 cal wkdays (Oct 1, '76)

Kind of Work Paving

Prefix 521-1970
FA Project No. RS-106 (5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 131,376 ~~131,087~~

Anticipated Additional Items:

Royalty Payment . . . . . . . . . . . . . . . . . . . . . .
Building Permit Fees . . . . . . . . . . . . . . . . . . . .
Slide Correction . . . . . . . . . . . . . . . . . . . . . .
Railroad Protective Costs. . . . . . . . . . . . . . . . . .
Other Railroad Costs . . . . . . . . . . . . . . . . . . . .
Permanent Signing . . . . . . . . . . . . . . . . . . . . .
Permanent Pavement Striping. . . . . . . . . . . . . . . . . 500
Stage Construction Striping. . . . . . . . . . . . . . . . .
Temporary Erosion Control. . . . . . . . . . . . . . . . . .
Install Truck Scale Mechanism. . . . . . . . . . . . . . . .
Truck Scale House . . . . . . . . . . . . . . . . . . . . .
Install Temporary Traffic Signals. . . . . . . . . . . . . .
Install Water Meter. . . . . . . . . . . . . . . . . . . . .
Furnish Water. . . . . . . . . . . . . . . . . . . . . . . .
Laboratory Fees. . . . . . . . . . . . . . . . . . . . . . .
Furnish Mail Box Posts . . . . . . . . . . . . . . . . . . .
Pipe Bedding Materials . . . . . . . . . . . . . . . . . . .
On the Job Trainees. . . . . . . . . . . . . . . . . . . . .
State Responsibility for Damages . . . . . . . . . . . . . .
Signal Controller Testing . . . . . . . . . . . . . . . . . .
Bikeway Signs . . . . . . . . . . . . . . . . . . . . . . . .
Adjust Utilities . . . . . . . . . . . . . . . . . . . . . .
Misc. Permit Fees

$ 500

$ 131,876 ~~[illegible]~~

Contingencies (4-1/2%) . . . . . . . . . . . . . . . . 5,934 42 ~~5,721 19~~

Engineering ( %) . . . . . . . . . . . . . . . . . . . 11,868 84 ~~11,842 38~~

SUBTOTAL $

Credit for ______________________________ . . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . $ 149,679 26 ~~[illegible]~~

VH Winston

(ok w/ Const. Charges)

REGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1
Date 6-15-76
Section Logsdon - Rock Creek
County Lincoln
Kind Of Work Paving
Length 2.05
Name Galloway

| No | ITEM | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | | | | | | |
| 1 | Temporary Protection And Direction Of Traffic | | Lump Sum | All | | 1,000' |
| 2 | Temporary Signs | | Sq. Ft. | 176 | 6$^{00}$ | 1,056' |
| 3 | Flagmen | | Hour | 160 | 17$^{00}$ | 2,720' |
| 4 | Pilot Car | | Hour | 80 | 22$^{00}$ | 1760' |
| | | | | | | |
| 5 | Class "C" Asphalt Concrete Mixture In Leveling And Base Course | | Ton | 1730 | 23$^{00}$ | 39790 |
| 6 | Class "E" Asphalt Concrete Mixture | | Ton | 2220 | 25$^{00}$ | 55,500 |
| 7 | Asphalt Cement In Mixture | | Ton | 270 | 95$^{00}$ | 25,650 |
| 8 | Portland Cement Additive In Class "E" Mixture | | Ton | 22 | 70$^{00}$ | 1,540 |
| 9 | Asphalt In Tack Coat | | Ton | 4 | 150$^{00}$ | 600' |
| 10 | Extra For Asphalt Approaches | | Each | 16 | 110$^{00}$ | 1760' |
| | | | | | | 131,376' |

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Logsden-Rock Creek
Highway: F.A.S. 150
County: Lincoln
Prefix: 521-1970
Res. Engr: H. H. Patterson

Date May 3, 1976
Ten Year Traffic Coefficient 7.3
18 kip s.a. per day 56.0
R value 13
Frost Penetration - - -
CBE Total Requirement 22.5"

NOTED
E. S. HUNT

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Application) | 3.0 |
| 1.5" | A.C.W.S., Mod. Cl. C | 3.0 |
| 2.0" | A.C.B. | 4.0 |
| 2.0" | A.L. | 2.0 |
| 12.0" | A.B. | 12.0 |
| 19.0" | | 24.0 |

## *EXISTING ROADWAY
(20'± Width)

| | |
|---|---|
| 1.5" | A.C. (Final Application) |
| 1.5" | A.C. Overlay, Mod. Cl. C, with 1.0" extra allowance for leveling. |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Deputy State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

*Note:
Deflection measurements indicate that a five-inch asphaltic concrete overlay is required for a Ten Year Design Period. The overlay shown above is an interim measure only.

RECEIVED
MAY 12 1976

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
RS-105(5)

STATE PROJECT NO.
Logsden-Rock Creek

COUNTY NAME
Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
RS-73

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DEC 24 '75
REFER TO
Rulien
FOR

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| December 22, 1975 | December 22, 1975 | Secondary Route 150 |
| | | STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:

County Road - 1.4 miles SE of Logsden

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering - level course and AC pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $7,200
Federal funds $5,600
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 22, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's December 16, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $85,000 - Federal funds $66,400 in accordance with the provisions of your approved secondary road plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 12-22-75 | GL Green | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-22-75

BY (Signature): L. W. Rulien's December 16, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

~~STAGE 1~~ ITEM NOS. 73 THRU

~~STAGE 2~~ ITEM NOS. THRU

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** | OTHER IDENTIFICATION AND/OR REMARKS (State) Location | Work |
|---|---|---|---|---|---|---|
| 73 | RS-105(5) | 2.1 | 92,200 | 72,000 | LOGSDEN-Rock Creek<br>Section<br>Lincoln County<br>State of Oregon | Preliminary<br>Engineering<br>grade and pave |

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 12-22-75

SIGNATURE AND TITLE: G. L. Green
G. L. Green, Division Administrator

** Program approval ~~and any authorization to proceed with a Stage 1 project~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

FORM PR-1
(REV. 4-61)

## FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

December 16, 1975

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 1.4 mi. S.E. Logsden, E. 2.1 mi. | ADT | PRESENT<br>DHV 10<br>130 | FUTURE<br>220 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Level course & A.C. pave. | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER | PREFIX LETTER(S)<br>RS- | NUMBER<br>105 |

| | | | |
|---|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Lincoln | CODE<br>041 |
| | NAME OF URBAN AREA<br>---- | ROUTE NO. S | FEDERAL-AID 150 · STATE Co. Rd. · U.S. ---- |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | | | | **PE** | | Co. Rd., 1.4 mi. S.E. Logsden, E. 2.1 mi. | 2.1 | 7,200 | 5,600 | 1,600 | ---- |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6201 | | "Logsden-Rock Creek Section" | 2.1 | 85,000 | 66,400 | 9,300 | 9,300 (Co.) |
| CARD 1 | CODE 1 | PREPARED BY CL | | | | | PROJECT TOTALS | 2.1 | 92,200 | 72,000 | 10,900 | 9,300 (Co.) |

PROGRAM APPROVAL DATES

DEC 22 1975

FHWA OREGON DIVISION

REMARKS

RECEIVED
COUNTY & CITY SECTION
DEC 24 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

December 16, 1975

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| 4 mi. S.E. Logsden, E. 2.1 mi. | | DHV 10<br>130 | 220 | 95 | 10 | Oregon | 41 | 075 | 73 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| pewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
| C. pave. | | | | | | | | RS- | 105 | (5) | | |

| | | | | | |
|---|---|---|---|---|---|
| condary | COUNTY NAME | Lincoln | CODE 041 | PROGRAM STAGE | ☐ 1 OR ☒ 2 |
| | ROUTE NO. S | FEDERAL-AID 150 | STATE Co. Rd. | U.S. ---- | |

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
| | | | ESTIMATED PROJECT COST BY PHASES | | | | |
| 53 | Co. Rd., 1.4 mi. S.E. Logsden, E. 2.1 mi. | 2.1 | 7,200 | 5,600 | 1,600 | ---- | Preliminary engineering, all phases; Const. leveling course and H.T. pave. 2-11' lanes with 4' shoulders. |
| | | | | | | | |
| | "Logsden-Rock Creek Section" | 2.1 | 85,000 | 66,400 | 9,300 | 9,300 (Co.) | ROW - 80' normal; Access control-none; Parking restrictions-none. |
| CL | PROJECT TOTALS | 2.1 | 92,200 | 72,000 | 10,900 | 9,300 (Co.) | |

RECEIVED
COUNTY & CITY SECTION
DEC 24 1975
☐ ENGR. ☐ COOR. ☐ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ES

REMARKS

ON

-Over-

## LOGSDEN-ROCK CREEK SECTION

## PROJECT NO. RS-105(5)

Existing Facility: Roadway consists of 20-foot bituminous surface with 2-foot shoulders.

Adjacent Sections:

N.W. End -- 24-foot A.C. surface with 2-foot gravel shoulders.
E. End -- 18-foot gravel surface with no shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Construction consisting of placing leveling course, high-type pavement and shoulder rock required to provide for a facility consisting of two 11-foot travel lanes with 4-foot gravel shoulders.

Note: The necessary grading and base rock required to widen the existing facility to a 30-foot top width will be performed by County forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 5, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).
(b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 1.

PRO 6-2

December 16, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM ORIGINAL SIGNED BY
D. E. SWAN
L. W. Ruffen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-105(5)

We are submitting program data for one project, Item No. 73, Project No. RS-105(5), "Logsden-Rock Creek Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request, concurrent with Program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $7,200 with federal funds of $5,600.

It is undersood your approval of the program will result in an obligation of $92,200 in total cost and $72,000 in federal funds.

CL:md

Encl.

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

December 16, 1975

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., 1.4 mi. S.E. Logsden, E. 2.1 mi.<br>21 65 | **ADT** | PRESENT<br>DHV 10<br>130 | FUTURE<br>220<br>(66) (70) | YEAR<br>95<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Level course & A.C. pave.<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (66) | SUPV AGCY<br>(68) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS-<br>14 23 | NUMBER<br>105<br>7 |

| | | | | | |
|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME<br>Lincoln | | | CODE<br>04 |
| | NAME OF URBAN AREA<br>----<br>17-31 | ROUTE NO. S | FEDERAL-AID<br>150<br>(32) | STATE<br>Co. Rd.<br>(36) | U.S.<br>(37) ---- |

ESTIMATED PROJECT COST BY PHASES

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) 78) | | |
| 5 | | | | | **PE** | | Co. Rd., 1.4 mi. S.E. Logsden, E. 2.1 mi. | 2.1 | 7,200 | 5,600 | 1,600 | ---- |
| 5 | | | | | **ROW** | | | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6201 | | "Logsden-Rock Creek Section" | 2.1 | 85,000 | 66,400 | 9,300 | 9,300 (Co.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 2.1 | 92,200<br>(18) (23) | 72,000<br>(24) (33) | 10,900 | 9,300 (Co.) |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS | |

FORM PR-1
(REV. 4-61)

# FEDERAL- AID PROGRAM DATA

December 16, 1975

|  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|
| (5 typewriter spaces)<br>S.E. Logsden, E. 2.1 mi. | ADT | PRESENT<br>DHV 10<br>130 | FUTURE<br>220 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>075 | ITEM NO.<br>73 |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ave. | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>RS- | NUMBER<br>105 | SEQ. NO.<br>(5) | I Projects Only<br>POST MI. | DESIG. |

ary

|  |  |  |  |  |
|---|---|---|---|---|
| COUNTY NAME<br>Lincoln | CODE<br>041 | | | PROGRAM STAGE |
| ROUTE NO. S | FEDERAL-AID<br>150 | STATE<br>Co. Rd. | U.S.<br>---- | ☐ 1 OR ☒ 2 |

| TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES |  |  |  | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
|  |  | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |  |
| Co. Rd., 1.4 mi. S.E. Logsden, E. 2.1 mi. | 2.1 | 7,200 | 5,600 | 1,600 | ---- | Preliminary engineering, all phases; Const. leveling course and H.T. pave. 2-11' lanes with 4' shoulders. |
|  |  |  |  |  |  |  |
| "Logsden-Rock Creek Section" | 2.1 | 85,000 | 66,400 | 9,300 | 9,300 (Co.) | ROW - 80' normal; Access control-none; Parking restrictions-none. |
| CL PROJECT TOTALS | 2.1 | 92,200 | 72,000 | 10,900 | 9,300 (Co.) |  |

REMARKS

-Over-

## LOGSDEN-ROCK CREEK SECTION

## PROJECT NO. RS-105(5)

Existing Facility: Roadway consists of 20-foot bituminous surface with 2-foot shoulders.

Adjacent Sections:

N.W. End -- 24-foot A.C. surface with 2-foot gravel shoulders.
E. End -- 18-foot gravel surface with no shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Construction consisting of placing leveling course, high-type pavement and shoulder rock required to provide for a facility consisting of two 11-foot travel lanes with 4-foot gravel shoulders.

Note: The necessary grading and base rock required to widen the existing facility to a 30-foot top width will be performed by County forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 5, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).
(b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 1.

Contract # 8411

FORM 81-734 3030

# OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 11, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Logsden-Rock Creek Section
Logsden-Nashville County Road #411
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:vld

Attach.

APPRO
ESH
Hunter
Date 12-12-75

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

DEC 12 '75
REFER TO

BEN GIFFORD

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem ROR 97308

# *Memorandum*

DATE: December 5, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-105(-)
Logsden-Rock Creek Section
Logsden-Nashville County Road #411
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 13 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
DEC 9 '75
REFER TO Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act |  |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

Cy Schroeder

**BEN GIFFORD**

A-9[illegible]

DEC 10 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 10, 1975

## A. PROJECT IDENTIFICATION

Name of Project Logsden-Rock Creek Section (Section) RS-105(-)

Location of Project Logsden-Nashville County Road #411 (Highway Name) FAS 150 (Highway No., US - ORE)

(City) Lincoln (County) 2 (Region)

Program FAS Funding (Funding) $85,000.00 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve traffic safety and/or highway capacity by widening traffic lanes and shoulders--overlaying with skid resistent surfacing. To minimize maintenance problems.

Origin and History: June 1975--Citizens Advisory Committee recommended high priority for this work--caused by complaint from log truckers regarding difficulty of keeping trailers on right side of center.

## C. DESCRIPTION OF PROJECT

Length 2.1 miles

Termini 1.4 miles east of Logsden to 3.5 miles east of Logsden

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 60-foot right-of-way by resolution in 1926. No additional right-of-way required.

Typical Section Existing: two 10-foot travel lanes with 3' gravel shoulders.
Proposed: two 11-foot travel lanes with 4' gravel shoulders.

Structures No structures involved.

Characteristics (ADT) 130 ADT all type vehicles--it is expected that with eventual paving and improvement of road that use will increase as a Siletz Valley-Willamette Valley alternate route.

Other General Information (or Supplemental information to items)

No detours available--complete closure for construction is not feasible.

Medium to heavy log truck use.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☒ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

**Natural** (Topography, Flora, Soils, Water Features, Drainage, etc.)

Entire project is in Rock Creek Valley and drainage area. Short sections of project will be immediately adjacent to Rock Creek--most of project area is along hillside and not near the main stream. Rock Creek is the location of a State Fish Hatchery which is located upstream from the project area. Valley floor is used for raising of cattle and farm produce. Much of land has been acquired by timber companies and trees are now replacing much of the cleared lands. Soils are free draining underlaid with river gravels on the valley floor. The hillsides are shale and deteriorated marine basalt and sedimentary sandstones.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

This is rural area of farms and tree farms--change presently is from small agricultural units to tree farm units. So far the residential-type developments are not apparent in this area.

There are no immediate changes expected in noise levels or air quality because of this project.

Utilities that may be involved are Consumers Power and Bell Telephone Co.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required

Consequences:

2. Estimated Changes in Traffic Patterns:

None anticipated due to this improvement.

Consequences:

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Sedimentation from shoulder widenign would be minimal and of short duration.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None expected.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:
Only that area of project immediately adjacent to Rock Creek.

7. Potential for Controversial Issues:

Increase in average speed because of improvement.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

## K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

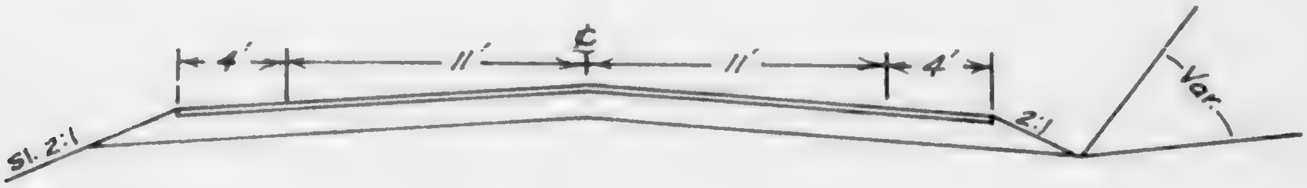
Section Logsden - Rock Creek Section
Date October 10, 1975

Highway Logsden - Nashville Road FAS 150
Authorization No. 1

County Lincoln
Survey Prefix 521 - 1970
(Assigned by Salem office)

Description of termini, route, length, etc.:

The beginning of the project is located 1.4 miles easterly of Logsden. The end of the project is 0.3 miles west of the North Fork Rock Cr. Rd. The length of the project is 2.1 miles.



Purpose of survey:

To prepare plans, specifications, and cost estimate for AC leveling course, paving and rock shoulders.
This is an FAS-C project.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 1,100 |
| Plans | 905 | 2,000 |
| Soils | 910 | 3,500 |
| Proj. Mgt. | 920 | 100 |
| Specifications | 921 | 400 |
| Environmental | 923 | 100 |

RS-105(5)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,200
Previous authorization . . . . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
James E. Chaney
James E. Chaney Field Engineer

Recommended for Approval:
Victor Wolfe
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 12-22-75
BEN GIFFORD FED. AID FAS-C STATE

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 17, 1975

Transportation
TO Oregon ~~xxxxxxxxxxxx~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects and One Cancellation

Attached are tabulations and maps describing and locating eight proposed secondary projects, four in Lincoln County, and one project each in Lane, Malheur, Sherman and Umatilla Counties. Also attached is a request for the cancellation of a project in Malheur County.

The first project by Lincoln County is to place an A.C. wearing surface and gravel shoulders on the old Highway 101 to U.S. Highway 18 Section on North Bank Road, FAS 146. The FAS funds required for surfacing this section are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The second project requested by Lincoln County is to widen and surface the Logsden Rock Creek Section, on Logsden-Nashville Road, FAS 150. The FAS funds required for this project are estimated to be approximately $85,000 ($9,000 of which will be the cost to the State).

The third project requested by Lincoln County is to improve Highway 101 to Yachats east city limits on Yachats River Road, FAS 152, within the city of Yachats. The FAS funds required for this project are estimated to be approximately $250,000 ($27,500 of which will be the cost to the State).

The fourth project requested by Lincoln County is to widen and pave the Yachats River Road, FAS 152. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The request by Lane County is for a bridge over the Long Tom River on High Pass Road, FAS 227. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Malheur County's request is for the Russell Bridge over the Malheur River on FAS 30-122. The FAS funds required for this project are estimated to be approximately $125,000 ($13,800 of which will be the cost to the State).

The request by Sherman County is a grading and paving project on the Decker Road-Jackknife Creek Section on East Kent Road, FAS 668. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Umatilla County's request is for a bridge over the Walla Walla River on S.E. 15th Avenue in Milton-Freewater on FAS 30-116. The FAS funds required for this project are estimated to be approximately $270,000 ($29,700 of which will be the cost to the State).

Malheur County is also requesting the cancellation of the bridge over the Owyhee River at Kern Basin on FAS 23-124. This project was approved by the Transportation Commission on February 28, 1974. The County has completed the project on their own and wishes to release these funds to other projects.

These matters will be on the agenda for the September 24 meeting and I recommend your approval.

Attachment

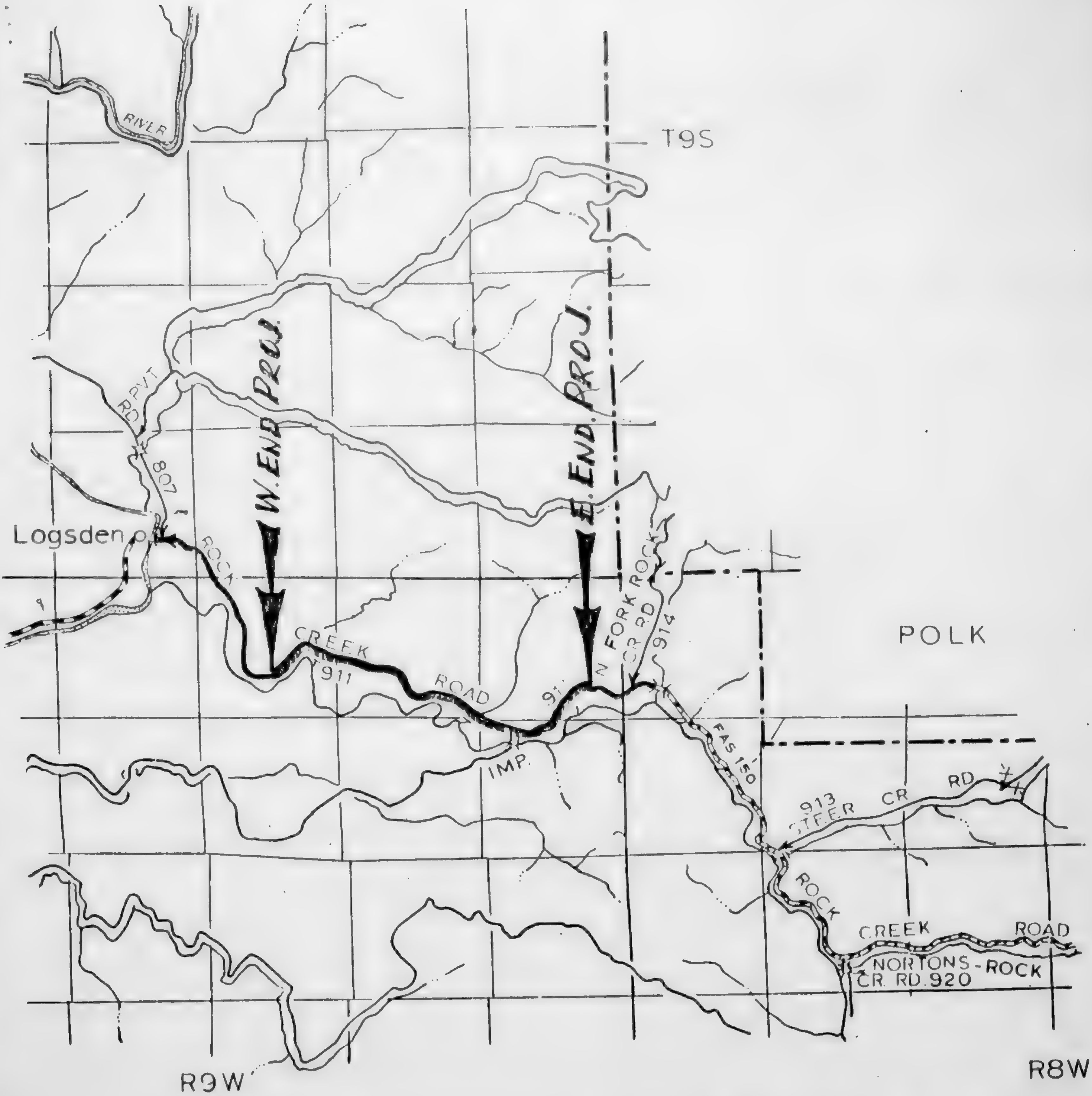
bc:
C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Carl Williams
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
C. O. Fredrickson
Gary Sund

HR:dp srb

LINCOLN COUNTY
Proposed FAS-C Project

FAS 150
Logsden-Nashville Road, Logsden Rock Creek Section
Widening and Overlay
$85,000
Approximately 2.1 miles

This project is to place a leveling course on a 30' roadway. Also place two 11' A.C. travel lanes and 4' gravel shoulders. The county has widened the roadway and has placed the base rock.


RIVER
T9S
W. END PROJ.
E. END PROJ.
PVT RD
807
Logsden
ROCK
CREEK
911
ROAD
91
N FORK ROCK CR RD
914
POLK
IMP.
FAS 150
913
STEER CR RD
ROCK
CREEK
ROAD
NORTONS-ROCK CR. RD. 920
R9W
R8W

LOGSDEN-ROCK CREEK SEC.

FAS Route 150 Lincoln County

FAS 146, 150, 152
Lincoln Co

FORM 81 734 3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 24, 1975

FILE: 21-03
21-23

FROM: Phil
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: FAS-C Project Requests
Lincoln County

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached are project request forms for pavement overlays on North Bank and Yachats River Roads, widen and overlay Logsden Rock Creek section, and survey Yachats River Road connection to the Coast Highway with possible relocation.

I have requested project assessments from Joe Steere, County Engineer, and will submit them upon receipt.

The unprogrammed balance of FAS-C funds for Lincoln County is not enough to cover these projects. I checked with Joe Steere for his priorities. He is willing to drop the Boone Slough project, and restrict the Yachats Road to a survey only. This would keep his projects within the allocation.

Please advise if further documentation is required.

POS/lea

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

21-03

1859

**OREGON STATE HIGHWAY DIVISION**

**REGION 2**

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 17, 1975

Mr. Joseph D. Steere
County Engineer
Courthouse
Newport, Oregon 97365

Dear Mr. Steere:

I have received your applications for improvements to the North Bank and Yachats River Roads.

In addition to the project application, a project assessment is required. I have enclosed the necessary forms for your use. Form (1) 9-74 should be used for a simple project with little or no right-of-way required. Form (2) 9-74 must be used for more complex projects.

If you require assistance in completing the forms, contact Mr. Eddie Welsh at 378-8387, or me at 378-2626.

Yours very truly,

Phillip O. Stearns

Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elk

cc: Eddie Welsh

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

7

**Office of the County Engineer**

J. D. Steere

# COUNTY OF LINCOLN

**Newport, Oregon 97365**

June 12. 1975

REGION 2 ENGINEER
RECEIVED

Phillip O. Stearns
Region Federal Aid Engineer
205 East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

We are reapplying for F.A.S. funds to widen and overlay the pavement on the North Bank Road and the Yachats River Road and have added a project on the Logsden-Nashville road. I have changed the dates of completion for the county portion of the work to more practical dates based upon the time it is taking to do the N. Bank Road project. Also included is a request for Yachats River Road Intersection with Highway 101 relocation project. We would want F.A.S. right-of-way acquisition on this project. We do not have the crews to make a preliminary survey to determine the most economical and desireable route for this relocation project.

Respectfully,

Joseph D. Steere

Joseph D. Steere
Lincoln County Engineer

JDS:nr

Encl.

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

# COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lincoln FAS No. [illegible] Date [illegible]-75
County Road Name [illegible]
Section Name [illegible] project length
Type of Project Pavement widen[illegible]
Location of Project (Attach sketch map) [illegible]
ADT 130 Design Speed ______

Is this request for county bridge design only? Yes ______ No ______
county FAS bridge design? Yes ______ No ______
Will County hire consultant for this project? Yes ______ No ______
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

## I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A/C Total Travel Width [illegible]
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type gravel Width Each Side [illegible]
(AC, Pug Cold Mix, Oil Mat) Total Top Width [illegible]

3. Grading & Drainage:
By County X County Date of Completion July 1, [illegible] By Contract ______

4. Bottom Base Course:
By County X County Date of Completion July 1, '76 By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ______

8. Clearing:
By County ______ County Date of Completion ______ By Contract ______

9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population____________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain [illegible] in.

Remarks re Section I: [illegible] ent
[illegible]

## II. BRIDGE PROJECT DATA

1. Name of river or stream____________________
2. Name of bridge____________________
3. Dimensions of existing bridge. Length______ Roadway Width______
4. Type of design and material used in existing bridge.____________________
5. Location (please attach map with location marked):____________________
Section________ Township____________ Range____________ W.M.
6. Desired width of proposed bridge____________ Approx. length________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______No______
Upstream__________Downstream___________Width__________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)________________________________________________
________________________________________________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No______
Explain__________________________________________________________
________________________________________________________________
________________________________________________________________

10. Foundation Testing: By County? Yes______No______
By State? Yes______No______

11. Will County close road during construction? Yes______No______

12. Can presently established road be used as detour? Yes______No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. **Will any of the following utilities be attached to this structure?**
a. **Water mains:** Yes________ No________ Size___________
Company____________________________________________________________
b. **Sanitary sewer mains:** Yes________ No________ Size___________
Company____________________________________________________________
c. **Storm sewer:** Yes________ No________ Size___________
Company____________________________________________________________
d. **Gas mains:** Yes________ No________ Size___________
Company____________________________ ______________________________
e. **Power lines:** Yes________ No________ Size___________
Company____________ ______________________________________________
f. **Telephone lines:** Yes________ No________ Size___________
Company____________________________________________________________
g. **Other Utilities:**_____________________________________________________
___________________________________________________________________

24. **Does County wish provisions made for future utility attachment to structure?** Yes________ No________

25. **Does County wish lightpost bases and conduit installed?**
Yes________ No________

26. **Does County wish complete job of illumination in project?**
Yes________ No________

27. **Is project contingent upon other factors?** Yes_______ No_______
**(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)**

**If yes, explain:** ____________________

**Remarks re Section II:** ____________________

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes________ No________
   By Consultant? Yes________ No________
   By County? Yes________ No________
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__________ No__________

3. Construction plans and specifications to be prepared:
   By State? Yes________ No________
   By Consultant? Yes________ No________
   By County? Yes________ No________

**4. Does County desire center line to be permanently monumented as part of project? Yes_______ No_______**

**5. Does County desire right-of-way to be permanently monumented as part of project? Yes_______ No_______**
**(NOTE: Right-of-way monumenting will necessitate special programming.)**

**Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)**

____________________

## IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _______ Minimum________

2. Is any additional right-of-way needed? Yes_____ No_____

3. ~~Will right-of-way be acquired by: Resolution~~_____ ~~or Deed~~______

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
    If yes, give type and name of utility company:_________________________
    ____________________________________________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_________________________
    ____________________________________________________________

13. Are utilities on existing right-of-way by permit ______ or
    by franchise_______
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
    If yes, give name of irrigation company or district___________________
    ____________________________________________________________
    and dates between which water can be turned off: From________________
    To_________________

15. Are there any railroad crossings? Yes_____ No_____

16. Name of Railroad______________________________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:_______________________________________________

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:_________________________________________________
_____________________________________________________________________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:_____________________________________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

**Remarks re Section IV** [illegible] if necessary
for County [illegible]
_____________________________________________________________________

## V. MATERIAL SOURCES DATA

1. Gravel ____________ Quarry ____________ Cinders ____________
2. Owner: County ______ State ______ Private ______ Other ______
3. Location: ____________ Section ______ Township ____________ Range ________ W.M.
4. If County lease, what are royalty payments? ____________________
5. Materials furnished by County: Borrow ______ Select Topping ______
   Base Course ______ Level Course ______ Mineral Agregates ______
   Location ____________________
   Miscellaneous Items ____________________

Remarks re Section V ____________________________________________

## VI. FINANCIAL DATA

1. Estimated Cost: $____________
2. Available FAS Funds $____________
3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount ____________
4. Date match money is available ____________________
5. Will there be any 100% County money? Yes ______ No ______
6. Maximum amount of 100% County money available: $____________
7. Date County requests letting: ____________________

Remarks re Section VI ____________________________________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________________________________________

This application is the express desire of the County.

**This application is not complete without an attached exhibit showing location of project.**

By ______________________
County Judge or Comm. Chairman

By Albert R. Strand
County Commissioner

By Andy Zedwick
County Commissioner

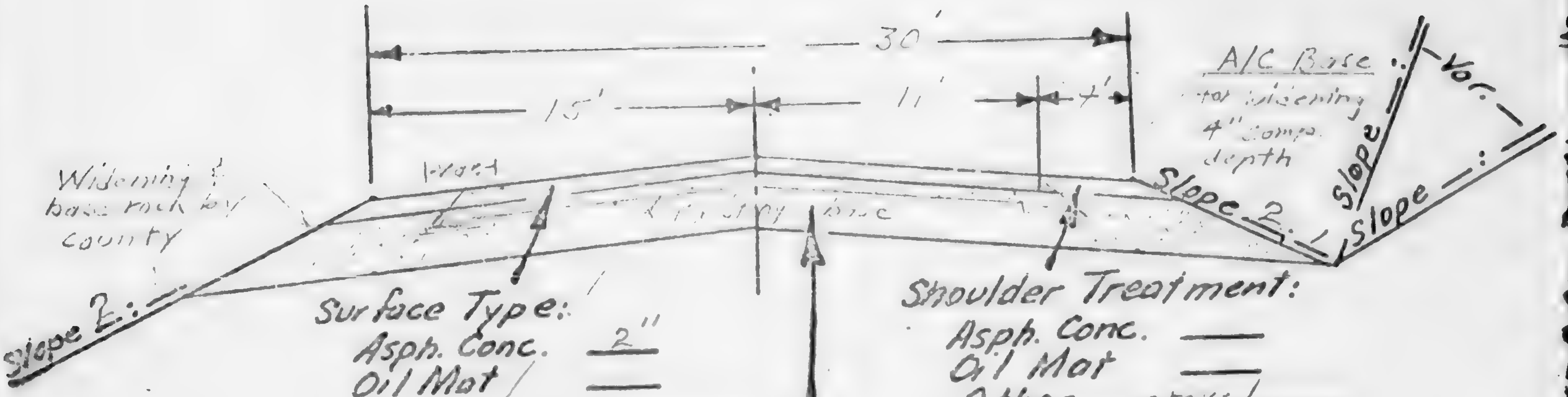
By ______________________
County Engineer or Roadmaster

County ______________________
Date ______________________

______________________
O.S.H.D. Field Engineer

Date ______________

# TYPICAL SECTION

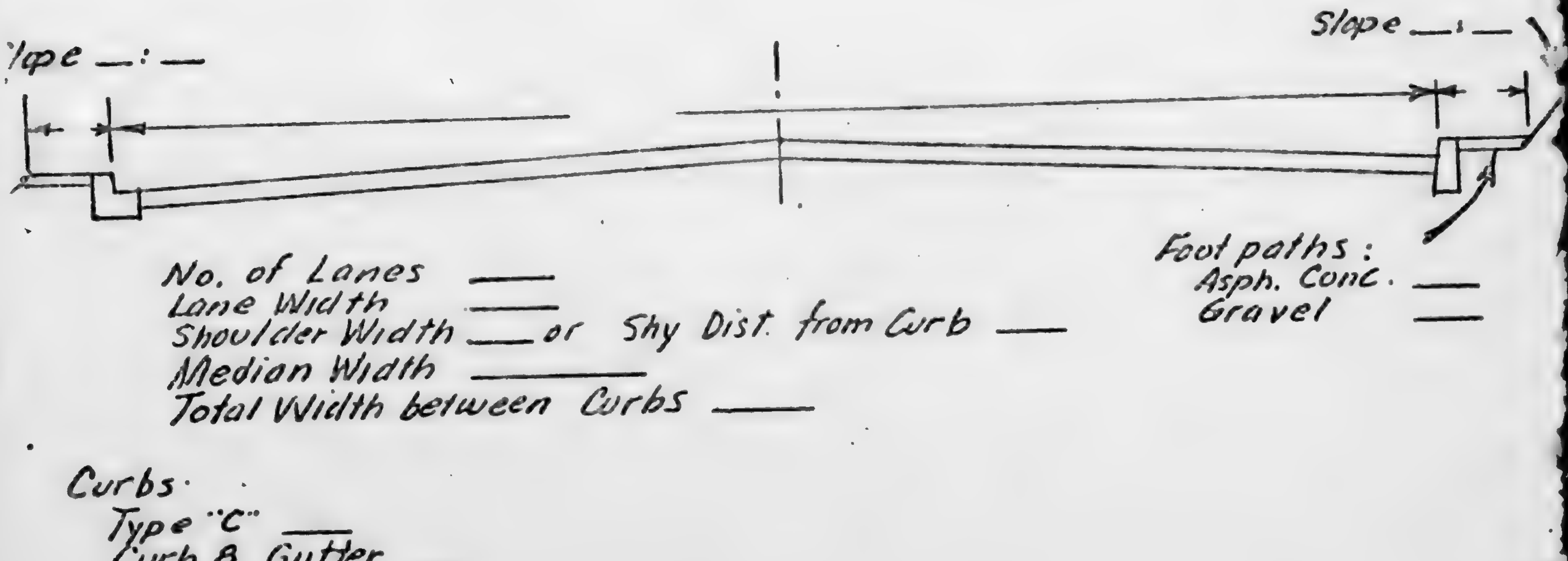

30'
15'
11'
4'
A/C Base for widening 4" comp. depth
Var.
Slope
Slope
Slope 2 :
Widening & base rock by county
Existing base
Slope 2 :

Surface Type:
Asph. Conc. 2"
Oil Mat / ____
Other ____

Existing oil

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other gravel

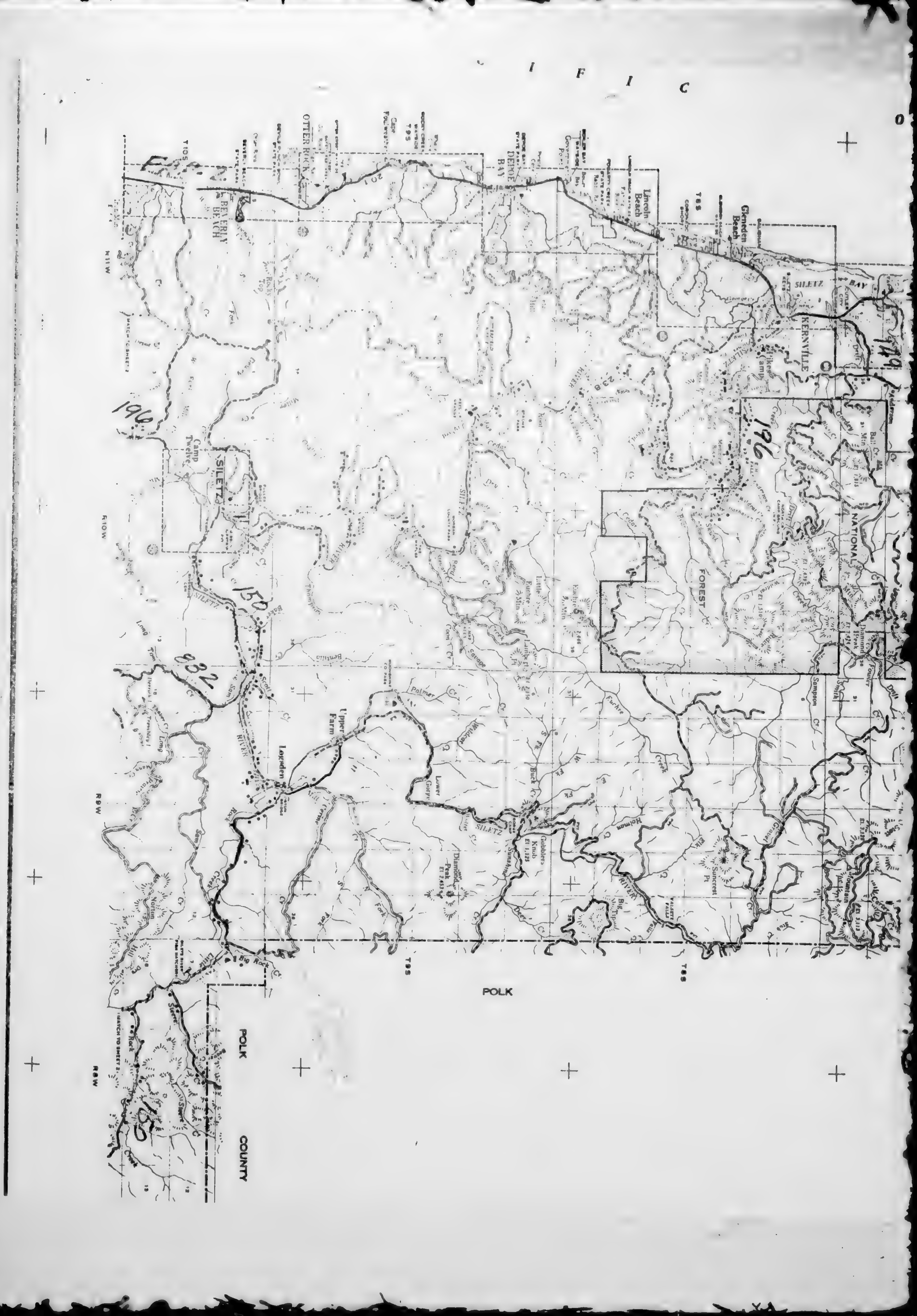
Type of Base:
Pit or Quarry Run ____
Crushed Stone X
Asph. Treated X
Cement Treated ____


Slope __ : __
Slope __ : __

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ____
Total Width between Curbs ____

Foot paths:
Asph. Conc. ____
Gravel ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ____


I F I C
O
T10S
T9S
T8S
R11W
R10W
R9W
R8W
BEVERLY BEACH
OTTER ROCK
DEPOE BAY
Lincoln Beach
Gleneden Beach
SILETZ BAY
KERNVILLE
101
SILETZ
Camp Twelve
SILETZ RIVER
Logsden
Upper Farm
Lower Farm
Palmer Cr.
Gobblers Knob
Diamond Peak
Sunshine
Sunscrest Pt.
Big Tip
NATIONAL
FOREST
Sampson
POLK
POLK COUNTY
Ex. 2
196
150
882
149
196
169

# LOCATION NARRATIVE

Logsden - Rock Creek Section
Logsden - Nashville Road Fas # 150
Lincoln County
5-1-1976

HISTORY - In June of 1975, the Citizens Advisory Committee recommended to Lincoln County that a high priority be given this project due to the roughness of the traveling surface which is a hazard to the traveling public. This survey was undertaken at the request of Lincoln County for the purpose of preparing plans, specifications, and cost estimate for A.C. widening, leveling course, and overlay.

All grading, drainage, aggregate base, aggregate shoulders, and pavement striping to be constructed by the County. The County plans to have all grading, drainage, and aggregate base completed by July, 1976.

TERMINI - Station 0 + 00 to station 108 + 00
M.P. 1.2 to M.P. 3.25
Length is 10,800 feet = 2.05 miles

ALIGNMENT - No change from existing alignment. Maximum curvature is 14 degrees.

TYPICAL SECTION - Existing 16 foot roadway will be widened to 22 feet to allow for two - 11 foot travel lanes.

SURFACE DESIGN - 2" - Asphaltic concrete base course
½" - Asphaltic concrete leveling course
2" - Asphaltic concrete overlay

STRUCTURE - None required

SOURCE OF MATERIALS - Excavation, embankment, aggregate base, and aggregate shoulders will be constructed and furnished by Lincoln County - surfacing materials will be obtained from commercial sources at either Lincoln City, Newport, or Corvallis.

AIRPORTS - Not affected.

PARKS - Not affected.

Location Narrative
Logsden-Rock Creek
Logsden-Nashville Road FAS#150
Lincoln County

Page Two

| | |
|---|---|
| HISTORICAL SITES - | Not affected |
| RAILROADS - | Not affected |
| UTILITIES - | All utility conflicts to be resolved by Lincoln County prior to construction. |
| RIGHT OF WAY - | None required. |
| AGREEMENTS - | An agreement with Lincoln County will be necessary. |
| SIGNING - | Traffic will be controlled during construction by temporary construction signing, flagmen, and Pilot car. |
| SPECIFICATIONS & - SPECIAL PROVISIONS | With location estimate data. |
| MISCELLANEOUS - | The original estimated cost of this project was $ [illegible]5,000.00 . Our location estimate and quantity summary shows a total cost of $ 135,861.30 . This is an increase of 60 %.<br>Cost per mile is $ 66,273.80 . |

## SPECIAL PROVISIONS

[illegible] - Rock Creek Section
[illegible] - [illegible] Road FAS # 150
Lincoln County

### Applicable Standard Specifications

The standard specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction".

All number reference in the following special provisions shall be understood to refer to the section or subsection of the Standard Specifications.

### SECTION 110 - MOBILIZATION

Mobilization shall be in conformance with Section 110 of the Standard Specifications.

### SECTION 111 - TEMPORARY PROTECTIVE AND DIRECTIONAL MEASURES FOR TRAFFIC

Temporary Protection and Direction of Traffic, Temporary Signs, Flagmen and Pilot Car shall be performed in conformance with Section 111 of the Standard Specifications.

### SECTION 401 - PLANT MIX BITUMINOUS BASE AND PAVEMENTS - GENERAL

Asphaltic concrete pavement shall be in conformance with Section 401 supplemented and/or modified as follows:

401.91 There will be no separate payment for asphalt cement in mixture, it being understood payment therefor is included in the pay item Class "C" Asphaltic Concrete.

### SECTION 403 - ASPHALTIC CONCRETE PAVEMENT

Asphaltic concrete pavement shall be constructed in conformance with Section 403 supplemented and/or modified as follows:

403.11 The class of asphaltic concrete for this project will be Class "C".

403.37 Preparations of Foundations - As part of the asphalt concrete paving work the contractor shall place leveling courses of Class "C" asphalt concrete on existing pavements prior to construction of the Class "C" overlay. Leveling work shall be performed at the locations and to the extent designated by the engineer. Leveling material shall be spread by means of a blade grader. It is estimated that approximately 659 tons of the quantity of Class "C" asphalt concrete mixture shown in the Bid Schedule will be used in the leveling work.

## SECTION 407 - ASPHALT TACK COAT

The asphalt tack coat shall be constructed in conformance with Section 407 of the Standard Specifications supplemented and/or modified as follows:

407.91 Payment - There will be no separate payment for construction of the asphalt tack coat, it being understood payment therefor is included in the pay item"Class C Asphalt Concrete ". Approximately 3.73 tons of asphalt tack coat will be required on this project.

## SECTION 610 - ASPHALT CONCRETE WALKS, CURBS, AND MISCELLANEOUS STRUCTURES

Asphalt concrete approaches shall be constructed in conformance with Section 610 of the Standard Specifications.

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Logsden - Rock Creek UNIT OR PART ________ Sheet 1 of 1

HIGHWAY Logsden - Nashville FAS # 150 PREFIX 521-1970 COUNTY Lincoln

| ITEM NO. | SPEC. NO. | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1 | 110 | Mobilization | L.S. | All | 8 % of contract | $ 8,386.50 |
| 2 | 111 | Temporary Protection & Direction of Traffic | L.S. | All | | 5,000.00 |
| 3 | 111 | Temporary Signs | Sq. Ft. | 275.5 | 9.50 | 2,617.25 |
| 4 | 111 | Flagmen | Hr. | 160 | 16.00 | 2,560.00 |
| 5 | 111 | Pilot Car | Hr. | 80 | 18.50 | 1,480.00 |
| 6 | 403 | Class "C" Asphaltic Concrete | Ton | 4,167 | 22.00 | 91,674.00 |
| 7 | 610 | Extra for Asphalt Approaches | Ea. | 15 | 100.00 | 1,500 |
| | | Total Bid Items | | | | $113,217.75 |
| | | Engineering & Contingencies (20 %) | | | | 22,643.55 |
| | | PROJECT TOTAL | | | | $135,861.30 |
| | | | | | | |
| | | Cost per Mile = $ 66,273.80 | | | | |

8412 Boardman Safety Rest Area 1976
W. of Boardman Intchge.
(Facilities)

C&A 5132 11-15-74

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter)

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>5 | COUNTY<br>Morrow | DIVISION<br>Oregon |
| DATE OF REPORT<br>11-20-79 | REPORT MADE BY<br>David B. Carter, Area Engineer | Original Signed by<br>D. B. Carter<br>Area Engr. | PROJECT NO.<br>I-80N-5(47)159 |
| COMPLETION DATE<br>8-1-77 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>11-28-77 | TIME ELAPSED %<br>See below | CONTRACT TIME<br>See below |
| APPROVED EXTENSIONS<br>See below | LOCATION<br>Boardman Safety Rest Area approximately 3 miles West of Boardman, Morrow County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### BOARDMAN SAFETY REST AREA
### SEWAGE DISPOSAL SYSTEM REVISION
### Morrow County

This project provided for revisions to the sewage disposal system to the extent that the existing facilities were abandoned and a new system consisting of two sewage lagoons was constructed.

The project was considered substantially complete on August 1, 1977. The contract called for a specified completion date of June 30, 1977. The contractor requested and received a time extension such that all liquidated damages for the project were excused.

State Force Order No. 1 provided for State forces to do the seeding and mulching necessary to complete this part of the project work. This work had not yet been accomplished at the time of the final inspection. This work has since been completed.

The final cost of the original contract items was approximately $147,964. The contract bid amount was $157,083.00. The final cost of the project including engineering and all changes was approximately $246,787.

All participating work has been completed.

It is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
DEC 3 - '79
REFER TO
FOR

***NOTE:** Not applicable for direct federal projects.

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE<br>Original Signed by<br>D. B. Carter<br>Area Engr.<br>David B. Carter | | SIGNATURE<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE | TITLE<br>Field Operations Engineer | DATE |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>6-29<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>2 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | Approved; O M B No. 04-R2089<br>State<br>OREGON<br>County<br>Morrow<br>Project Number<br>I-80N-5(47)159 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 15, 1976. is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 234,470.00 | $ 255,392.00 |
| Federal funds | $ 216,275.00 | $ 235,570.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Service Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 24, 1978

Federal Aid Project
No. I-80N-5(47)159

Boardman Safety Rest Area
Columbia River Hwy. in Morrow County

Revised Project Agreement Estimate.

Type Code Y022
Sewage Disposal System (Sta. 1225+00)

| | | |
|---|---|---|
| Subtotal on previous estimate of August 3, 1977 | | $203,887.00 |
| Previous Estimate | | |
| Sewage Lagoon Earthwork | All Required | $ 27,000.00 |
| | Total | $ 27,000.00 |
| Revised Estimate | | |
| PA 9 Sewage Lagoon Earthwork | Lump Sum | $ 45,193.80 |
| | Total | $ 45,193.80 |
| | Increase | 18,193.80 |
| | Subtotal | $222,080.80 |
| | Engineering | 33,311.20 |
| | Total | $255,392.00 |
| Length of Roadway 0.0 Mile | | |
| Federal Funds | | $235,570.00 |
| State Funds | | 19,822.00 |
| | Total | $255,392.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8412 |
| Prefix No. | 625-1056 |
| Pro Rata | 92.24% |

5412

FILE COPY

| | |
|---|---|
| TO BE COMPLETED BY FHWA | |
| MONTHLY TRANSACTION NUMBER | 8-65 |
| PROJECT REPORT NUMBER | |
| MODIFICATION NUMBER | 1 |

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-9-77

Form Approved; O M B No. 04-R2089

State Oregon

County Morrow

Project Number I-80N-5(47)159

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 15, 1976, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 173,341 | $ 234,470 |
| Federal funds | $ 159,959 | $ 216,275 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 1977.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

By

~~State Highway Engineer~~ Acting State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, August 3, 1977

Federal Aid Project
No. I-80N-5(47)159

Boardman Safety Rest Area
Columbia River Hwy. In Morrow County

Revised Project Agreement Estimate

Type Code Y022
Sewage Disposal System (Sta 1225+00)

Subtotal on previous estimate of September 3, 1976 $157,583.00

Previous Estimate

| | | | |
|---|---|---|---|
| Lagoon PVC membrane Liner | 10,500 sq.yd. | 1.50 | 15,750.00 |
| Lagoon Blanket Sand Fill | 3,300 cu.yd. | 6.00 | 19,800.00 |
| 4"-0 Gravel Ballast | 1,400 cu.yd. | 5.00 | 7,000.00 |
| 1"-0 Roadway Topping Material | 300 cu.yd. | 12.00 | 3,600.00 |
| 5-inch PVC Sewage Pressure Liner | 1,050 lin.ft. | 6.00 | 6,300.00 |
| | | | $ 52,450.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Lagoon PVC membrane Liner | 12,050 sq.yd. | 1.50 | 18,075.00 |
| Lagoon Blanket Sand Fill | 7,573 cu.yd. | 6.00 | 45,438.00 |
| 4"-0 Gravel Ballast | 1,580 cu.yd. | 5.00 | 7,900.00 |
| 1"-0 Roadway Topping Material | 380 cu.yd. | 12.00 | 4,560.00 |
| 5-inch PVC Sewage Pressure Liner | See PA 5 | | |
| PA 2 Deeper Underdrain System | Lump Sum | | 2,100.00 |
| PA 3 Install 3" ADS Drain Pipe | " " | | 7,860.00 |
| PA 5 6-inch PVC Sewage Pressure Liner | 1,100 lin.ft. | 7.11 | 7,821.00 |
| SFO 1 Furnish & Install Hypochlorination Equipment | All Required | | 5,000.00 |
| | | | $ 98,754.00 |

| | |
|---|---|
| Increase | $ 46,304.00 |
| Subtotal | $203,887.00 |
| Engineering | 30,583.00 |
| Total | $234,470.00 |

Length of Roadway 0.0 mile

| | |
|---|---|
| Federal Funds | $216,275.00 |
| State Funds | 18,195.00 |
| Total | $234,470.00 |

Group 1 - 100%
Contract 8412
Prefix 625-1056
Pro Rata 92.24

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO. | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT** | Form Approved; O M B No. 04-R2089<br>State: Oregon<br>County: Morrow<br>Project No.: I-80N-5(47)159 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 3.2 mi. W. of Boardman Interchange

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-5-76 | |
| OTHER *(Specify)* | 7-1-76 | 0.0 |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| | Pro-rata 92.28% |
| $ 173,341 | $159,959 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Acting
Asst. State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

By ______________________

______________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For G. L. Green

Date executed by Division Administrator SEP 15 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G- File

Oregon State Highway Division
Salem, Oregon, Sept. 3, 1976

Federal-Aid Project
No. I-80N-5(47)159

BOARDMAN SAFETY REST AREA
COLUMBIA HIGHWAY
MORROW COUNTY

Project Agreement Estimate.

Type Code Y022
Sewage Disposal System (Sta. 1225+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 3,520.00 |
| Clearing and Grubbing | All Required | | 1,400.00 |
| Removal of Structures and Obstructions | All Required | | 2,500.00 |
| General Excavation | 460 cu. yd. | 2.80 | 1,288.00 |
| 1" - 0 Aggregate Base | 260 cu. yd. | 10.00 | 2,600.00 |
| Class "C" Asphalt Concrete | 110 ton | 27.00 | 2,970.00 |
| 12-inch Culvert Pipe | 14 lin. ft. | 10.00 | 140.00 |
| Type 2 Fence | 725 lin. ft. | 3.00 | 2,175.00 |
| 12-ft. Single Gates | 1 only | 530.00 | 530.00 |
| Sewage Lagoon Earthwork | All Required | | 27,000.00 |
| Lagoon Underdrain System | All Required | | 6,300.00 |
| Lagoon Inlet and Outlet Piping Work | All Required | | 4,500.00 |
| Lagoon PVC Membrane Liner | 10,500 sq. yd. | 1.50 | 15,750.00 |
| Lagoon Blanket Sand Fill | 3,300 cu. yd. | 6.00 | 19,800.00 |
| 4" - 0 Gravel Ballast | 1,400 cu. yd. | 5.00 | 7,000.00 |
| 1" - 0 Roadway Topping Material | 300 cu. yd. | 12.00 | 3,600.00 |
| Lagoon Facilities Chain Link Fence | 1,900 lin. ft. | 7.00 | 13,300.00 |
| Sewage Pumping Station No. 1 | All Required | | 9,500.00 |
| Sewage Pumping Station No. 2 | All Required | | 10,000.00 |
| 4-inch Cast Iron Gravity Sewer Lines | 650 lin. ft. | 7.50 | 4,875.00 |
| 4-inch PVC Sewage Pressure Lines | 770 lin. ft. | 5.50 | 4,235.00 |
| 5-inch PVC Sewage Pressure Lines | 1,050 lin. ft. | 6.00 | 6,300.00 |
| Washdown Water Supply Facilities | All Required | | 2,500.00 |
| Electrical System, Complete | All Required | | 5,300.00 |
| | | | $157,083.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Temporary Erosion Control | All Required | | $ 500.00 |
| | | Subtotal | $157,583.00 |
| | | Engineering | 15,758.00 |
| | | Total | $173,341.00 |

BOARDMAN SAFETY REST AREA
COLUMBIA HIGHWAY
MORROW COUNTY

| | | |
|---|---|---|
| | | $173,341.00 |
| Length of Roadway . . . . . . . . . . . . | 0.0 mile | |
| Federal Funds | | $159,959.00 |
| State Funds | | 13,382.00 |
| Total Funds | | $173,341.00 |

Group 1 100%
Contract No. 8412
Prefix 625-1056

8412

9

May 23, 1978

American Fidelity Fire Insurance Co.
c/o Vern Gilbert Company
P. O. Box 130
Beaverton, OR 97005

Gentlemen:

A second post-final payment for $374.40 will be made to F. Hodgson & Sons on Contract No. 8412 for a sewage disposal system in the Boardman Safety Rest Area on the Columbia River Highway in Morrow County as soon as the warrant is prepared.

The total amount paid on this contract will be $209,334.25 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc F. Hodgson & Sons
420 Third
North Powder, OR 97867

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8412

2

February 3, 1978

American Fidelity Fire Insurance Co.
c/o Vern Gilbert Company
P. O. Box 130
Beaverton, OR 97005

Gentlemen:

A post-final payment for $2,638 will be made to F. Hodgson & Sons on Contract No. 8412 for a sewage disposal system in the Boardman Safety Rest Area on the Columbia River Highway in Morrow County as soon as the warrant is prepared.

The total amount paid on this contract will be $208,959.85 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc F. Hodgson & Sons
420 Third
North Powder, OR 97867

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8412 2

December 16, 1977

American Fidelity Fire Insurance Co.
c/o Vern Gilbert Company
P. O. Box 130
Beaverton, OR 97005

Gentleman:

On November 30, 1977, we wrote to you concerning release of final payment on Contract No. 8412 awarded to F. Hodgson & Sons for the Boardman Safety Rest Area Project on the Columbia River Highway in Morrow County.

Final payment on this contract is $8,452.94 and the total contract amount is $206,321.85. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: F. Hodgson & Sons
420 Third
North Powder, OR 97867

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Wendell Schwartz

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: I N-5(47)159

STATE PROJECT NO.: See Below

COUNTY NAME: Morrow

PROGRAM NO.:

ITEM NO: I 843

PROGRAM STAGE (Check): ☐ 1 ☐ 2

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem- Oregon

DATE PS & E APPROVED: 7-7-76

DATE AUTHORIZATION EFFECTIVE: 10-10-77

FEDERAL ROUTE NUMBER: Interstate 80N

STATE ROUTE NUMBER: Primary 2

GENERAL LOCATION:

"Boardman Safety Rest Area"

GENERAL DESCRIPTION OF WORK:

Seed and Mulch Lagoon Area by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~FIXED PRICE AND/~~OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-7-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 1 at a total estimated cost not to exceed $2,750 - Federal Funds $2,535.

DATE: 11-11-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

NOTED
F. B.

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—026-787

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL AND/OR AUTHORIZATION**

I-80N-5(47)159

STATE PROJECT NO.
See Below

COUNTY NAME
Morrow

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I 843

**TO:**

Mr. F. B. Klaboe
Chief of Operation, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 7-7-76 | 7-20-77 | Interstate 80N |
| | | STATE ROUTE NUMBER |
| | | Primary 2 |

GENERAL LOCATION:
"Boardman Safety Rest Area"

GENERAL DESCRIPTION OF WORK:
Purchase and Install Hypochlorination Equipment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~XXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-29-77, this will confirm the verbal authorization of Mr. R. N. Nichols to proceed with the use of State Forces as being in the public interest, under State Force Order No 2 at a total estimated cost not to exceed $5,000 Federal Funds $4,600.

NOTED
F. B. KLABOE

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-3-77 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8SN

Trout
RECEIVED
1 1 1977
ENGINEERING

3

4

# Boardman Safety Rest Area
Morrow County
Contract No. 8412
Prefix No. 625-1056
NARRATIVE REPORT

This contract was let on August 6, 1976, but the Department of Enviromental Quality had not approved the membrane; so a Stop Work Order was issued on August 18, 1976. This remained in effect until October 4, 1976. The completion date was extended to August 16, 1977. Work began on the project on October 27, 1976.

The plans on sheet 1 of 10 stated the materials to be excavated were sand and boulders. This was totally in error on the boulders and sand as the material was solid rock. Most of it was rippable but some required blasting.

Work on the project pregressed very slowly throughout the life of the contract as most of the labor was done by the contractor and his sons. Earthwork on the lagoon started late in November and was completed late in December. During January and February the 6" pressure sewer line was placed and tested.

In mid February the contractor began placing the sand blanket inside the lagoon. This was completed by February 24, 1977. PVC membrane was installed the first week in March.

The sand blanket over the membrane and the 4"-0 ballast was hauled and placed from March to the second week in April. A chain link fence was installed the first part of May. This was installed under a sub-contractor with San Jose Steel Company.

Gravity sewer lines were installed and pump stations were set in place in June and July. The entire system was put into operation on July 22, 1977.

## PROBLEM AREAS

1. It appears the first 10 bid items were set up in the Road Design Section and the balance set up in the Bridge Design Section. This caused duplication in bid items, i.e., B.I. No. 4, general excavation; B.I. No.10, sewage lagoon earthwork; B.I. No. 5, 1" aggregate base; B.I. No. 16, 1"-0 roadway material (this one even had different specifications). ?

This is a small item, but it appears these could have been combined; particularly the 1"-0 material.

2. The lagoon sand blanket was a problem in this location due to the wind. I would estimate that we lost apparently 1,000 yards of sand. In the future I would recommend that this item be all lump sum, then, if it blows away, it would be the contractor's problem. Also, with a lump sum it would reduce engineering by eliminating the checker, tickets, etc. This would also reduce the need to estimate what per cent of the material will compact.

3. 4"-0 rock ballast should also be all required or lump sum for the same reasons as stated in No. 2 above.

4. The standard specifications and the special provisions did not cover the testing of the pressure sewer line. This should be spelled out plus any special procedures required in the special provisions. I would recommend the test pressure be 10 p.s.i. above the maximum working pressure of the line and that it be maintained for 1 hour.

F. N. Van Cleace
Resident Engineer

# STATEMENT OF OVERRUNS AND UNDERRUNS

Boardman Safety Rest Area
Columbia River Highway
Morrow County
Contract No. 8412

| ITEM | ORIGINAL QUANITY | SEMI-FINAL QUANTITY | PERCENT + or - |
|---|---|---|---|
| Contract Bid Items | 157,083.00 | 173,869.61 | +0.11% |
| Anticipated Items | 500.00 | 0 | -100% |
| Contingencies | 7,091.24 | 0 | -100% |
| Engineering<br>Incr. Engr. Auth. | 14,182.47<br>18,103.81 | 32,397.99 | +0.3% |
| Incr. Proj. Authorization | 43,668.50 | | |
| Price Agreements | 0 | 21,052.20 | |
| Total Contract Costs | 240,629.02 | 227,819.80 | -0.6% |

BOARDMAN SAFETY REST AREA
Columbia River Highway
Morrow County
Contract 8412

## Statement of Overruns and Underruns

| Item No. | Item | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | 100% | 100% | 0.0% |
| 2. | Clearing & Grabbing | Lump Sum | 100% | 100% | 0.0% |
| 3. | Removal of structures and obstructions | Lump Sum | 100% | 100% | 0.0% |
| 4. | General excavation<br>Original quantity overestimated | Cu. Yd. | 460 | 43.3 | -94.1% |
| 5. | 1"-0 Aggregate base<br>Original quantity was under estimate | Cu. Yd. | 260 | 298.24 | +14.7% |
| 6. | Calss "C" Asphalt concrete<br>Original quantity underestimated | Ton | 110 | 122.69 | +11.5% |
| 7. | 12" Culvert pipe | Lin. Ft. | 14 | 14 | 0.0% |
| 8. | Type 2 fence | Lin. Ft. | 725 | 732 | +0.1% |
| 9. | 12' Single gates | Each | 1 | 1 | 0.0% |
| 10. | Sewage lagoon earthwork | Lump Sum | 100% | 100% | 0.0% |
| 11. | Lagoon underdraw system | Lump Sum | 100% | 100% | 0.0% |
| 12. | Lagoon inlet and outlet piping work | Lump Sum | 100% | 100% | 0.0% |
| 13. | Lagoon PVC Membrane liner<br>Orginal quantity was underestimated | Sq. Yd. | 10,500 | 12,075.57 | +15.0% |

Boardman Safety Rest Area
Contract 8412
Statement of Underruns and Overruns

| Item No. | Item | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| 14. | Lagoon blanket sand fill Additional 6" sand added underliner. Original quantity did not allow for compaction. | Cu. Yd. | 3,300 | 7,572.50 | +129.4% |
| 15. | 4"-0 Gravel ballast. Original quantity did not allow for compaction. | Cu. Yd. | 1,400 | 1,620.80 | +15.8% |
| 16. | 1"-0 Roadway topping material. Original quantity underestimated. | Cu. Yd. | 300 | 379.29 | +26.4% |
| 17. | Lagoon facilities. Chain link fence | Lin. Ft. | 1,900 | 1,925.0 | +1.3% |
| 18. | Sewage pumping Station No. 1 | Lump Sum | 100% | 100% | 0.0% |
| 19. | Sewage pumping Station No. 2 | Lump Sum | 100% | 100% | 0.0% |
| 20. | 4" cast-iron gravity sewer lines. Changed to 4" PVC per DEQ requirements. Item deleted. | | | | |
| 21. | 4" PVC sewage pressure lines | Lin. Ft. | 770 | 707 | -8.9% |
| 22. | 5" PVC Sewage pressure lines Unable to obtain 5" PVC. Item deleted. | Lin. Ft. | 1,050 | 0 | -100.0% |
| 23. | Washdown water Supply facilities | Lump Sum | 100% | 100% | 0.0% |
| 24. | Electrical system complete | Lump Sum | 100% | 100% | 0.0% |

Boardman Safety Rest Area
Contract 8412
Statement of Overruns and Underruns

| Item No. | | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| A. #1. | Increase bid Item #14 | Documents an increased amount of lagoon blanket sand fill. | | | |
| A. #2. | Deepen underrrain system | Lump Sum | 100% | 100% | 0.0% |
| A. #3. | 3" ads drainpipe installation | Lump Sum | 100% | 100% | 0.0% |
| A. #4. | Subst. 4" PVC pipe for cast-iron | Lin. Ft. | 650 | 596.0 | -9.0% |
| A. #5. | Subst. 6" for 5" PVC pipe | Lin. Ft. | 1050 | 1,120.0 | +6.7% |
| A. #6. | Documents increased membrane liner | | | | |
| A. #7. | Documents increased 4"-0 gravel ballast | | | | |
| upplemental No. 1 to P.A. #1 | | Increases lagoon blanket sand fill | | | |

Oct 14 197[illegible]
[illegible]

From: [illegible]
[illegible]

To: [illegible]

[illegible] Safety Rest Area
[illegible] Highway
[illegible] County
Re: ([illegible] Narrative Report)

In response to [illegible] Construction Narrative report ([illegible]):

Paragraph No. 2

Sheet 1 of 16 the Geologist Test Hole Log indicated that boulders and sand was encountered before refusal. Perhaps the solid rock referred to in the narrative was only boulders that had to be blasted. I would not think that boulders could be ripped.

Problem Areas

1) It has always been our policy to segregate roadway Items from Bridge Design Items. In this case The Sewage Disposal System (Lagoon Area) plans and Specifications arrived Too late to fully integrate.

2.) 'wind blows all the time' not a reason under specs. Hall
the Lagoon sand blanket loss by wind erosion
should not have to be absorbed by the contractor just because
it was an act of God. I agree. The specifications should have
indicated that the 6" thick (4" - aggregate) ballast rock be
placed as soon as possible after the 6" thick (sand blanket)
was in place. The contractor indicated the sand blanket
was placed in the lagoon between Feb. 14 and Feb. 24 and
the sand blanket over the membrane and the 4" ballast was
not placed until the first week of March through the second
week in April. Had these two separate operations
could have been performed at the same time thereby
reducing the erosion problem.

3.) Same reason given as in Problem 2

4.) Agree - Bridge Section said that this was an oversight in their Dept. (Gordon Ballard)

WEC

(enclosure)

8412 2

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: August 16, 1977

FROM: R. D. Church
Contract Payments Engineer

SUBJECT: Request Contract Acceptance

Contract 8412, Work Completed 8-1-77

Project Boardman Safety Rest Area

Highway Columbia River

Count(y) Morrow

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ______________________________

Conditions not acceptable:

Construction Engineer

RDC:bz

cc: Don Harwell
J. B. Boyd
Virgil Boyd
John Jenkins
Don Trout

7

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

| | | |
|---|---|---|
| | SECTION<br>[illegible] Rest Area | WEEK ENDING:<br>[illegible] 21, 1977 |
| | | SECTION PREFIX<br>[illegible] |
| | HIGHWAY<br>[illegible] | COUNTY<br>Morrow |
| NAME OF JOB<br>Boardman Safety Rest Area | KIND OF WORK<br>[illegible] | |
| CONTRACTOR<br>[illegible] & Sons | CONTRACT NUMBER<br>[illegible] | FEDERAL AID PROJECT NUMBER<br>I-CN-5(17)1[illegible] |
| DATE OF CONTRACT<br>August 6, 1976 | DATE WORK STARTED<br>October 1[illegible], [illegible] | ESTIMATED COMPLETION DATE<br>[illegible], 1977 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK | SPECIFIED WORK DAYS | WORK DAYS USED |
| MEN: 2 SUPERVISION | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| | SPECIFIED COMPLETION DATE<br>June [illegible], 1977 | PERCENT OF TIME ELAPSED |
| ROJECT AUTHORIZATION: $ 2[illegible] | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST |
| CLUSIVE OF ENGINEERING: $ [illegible].7[illegible] | ENGINEERING AUTHORIZATION $ [illegible] | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION |
| TIMATED COST OF COMPLETED OJECT, EXCLUSIVE OF GINEERING $ 20[illegible] | ENGINEERING COST TO DATE $ | DATE PROJECT WAS COMPLETED |
| TIMATED PERCENT OVERRUN UNDERRUN ______ % | PERCENT OF AUTHORIZATION ______ % | |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| ARING | DRAINAGE | GRADING | [illegible] | OIL AND/OR PAVE | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| S IN PROJECT | [illegible] | | | | |
| S PARTIALLY COMPLETED | | | | | |
| 3 COMPLETED | | | | | |
| L ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| L QUANTITIES CORRECTED TO DATE | | | | | |
| MATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AGE DAILY QUANTITIES | | | | | |
| RAGE DAILY QUANTITIES NECESSARY TO PLETE PROJECT ON TIME | | | | | |
| AER OF SHIFTS PER DAY | | | | | |
| RS PER SHIFT | | | | | |

IPMENT USED DURING THE WEEK:

[illegible], [illegible]

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| NDAY 15 | | 0 | | |
| NDAY 16 | overcast | 0 | | |
| SDAY 17 | overcast, windy | 0 | | |
| IESDAY 18 | fair | 0 | | MAY 23 |
| URSDAY 19 | fair | 0 | | Walker CONSTRUCTION SECTION |
| IDAY 20 | cloudy | 0 | | |
| URDAY 21 | | 0 | | |

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 15 | No [illegible] |
| MONDAY 16 | [illegible] |
| TUESDAY 1 | [illegible] |
| WEDNESDAY 1 | [illegible] |
| THURSDAY 19 | [illegible] |
| IDAY 20 | [illegible] |
| TURDAY 21 | No Activity |

## REMARKS

SIGNED for: H. N. Van Cleave, LOCATION Pendleton

ESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

DATE: April 11, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Boardman Safety Rest Area
Contract No. 8412

A 34.5 percent overrun is now expected on this project which covers the construction of a lagoon-type sewage disposal system to serve this rest area. The project has a June 30 completion requirement and it is now about 60 percent completed. F. Hodgson and Son is the contractor. The existing septic tanks and seepage fields are being abandoned and replaced with a lagoon system which involves construction of a primary lagoon of approximately one and one-half acres and a secondary lagoon of approximately one-half acre. Replacement of the existing system is required by the Department of Environmental Quality and the replacement is subject to rigid and detailed DEQ approvals.

DEQ required an added 6-inch layer of imported sand material under the lagoon liner membrane. In addition, the contract quantity made no allowance for compaction of the material (it is paid by truck measure), so we have a net increase of 3,625 cubic yards of sand fill at $6.00 per cubic yard or $21,750 additional cost. Quantity overruns of liner membrane and gravel ballast added $4,150.

It was also necessary to add a vent system under the membrane liner at a cost of $7,860 to positively vent gases that might accumulate there.

The underdrain system had to be installed two feet deeper than the plan, which cost an additional $2,100. It is also required to add a chlorinator in the potable water supply system at an estimated cost of $5,000. Seeding and mulching will add $2,750. This is an Interstate federal-aid project and all the added work has been federal participating. The contractor has worked steady, but with a very small work force which, with the several changes in the design of the project, has contributed to an engineering overrun. Your approval of an increase of $61,772.31 to a new total authorization of $240,629.02 is requested. This item will be on the Consent Calendar for your consideration at the April 19 meeting.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
W. E. Schwartz
George Bell
Max Klotz

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8412

Salem, Oregon
April 7, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Boardman Safety Rest Area
Contract No. 8412
Request for Increase in Authorization

A 34.5 percent overrun is now expected on this project which covers the construction of a lagoon type sewage disposal system to serve this rest area. The project has a June 30 completion requirement and it is now about 60 percent completed. The existing septic tanks and seepage fields are being abandoned and replaced with this lagoon system which involves construction of a primary lagoon of approximately one and one-half acres and a secondary lagoon of approximately one-half acre. This is the first system of this type which we have built which probably accounts for many of the changes which have caused this overrun.

The lagoons are lined with a 20 mil PVC membrane and several changes had to be made to conform to DEQ requirements. The largest item contributing to the overrun is an increased quantity of sand blanket fill. DEQ required an added 6" layer of this imported material under the membrane. In addition to this factor, the contract quantity made no allowance for compaction of the material (it is paid by truck measure), so we have a net increase of 3,625 cubic yards of this sand fill at $6.00 per cubic yard.

We also had to add a vent system under the membrane liner to positively vent gases that might accumulate there. This required 2,700 ft. of 3" corrugated drain pipe with hand digging required to install part of it. This is all covered by Price Agreement 3 in the amount of $7,860.

The underdrain system had to be installed 2 feet deeper than the plan which cost an additional $2,100 under Price Agreement 2. It is also planned to add a chlorinator in the potable water supply system at an estimated cost of $5,000 (this price agreement has not been submitted yet). The engineering is expected to more than double for several reasons as described on the back of the form E-372 attached. The contractor has worked quite steady but with a very small force which, along with the several changes in the design of the project, has contributed to the engineering overrun.

The new pricing in price agreements to date does not exceed 10 percent of the original contract amount. However, if the chlorinator costs $5,000 by price agreement, we will have exceeded the 10 percent allowed by PCRB. We have not prepared a submittal to PCRB for an exemption at this time. A rough draft letter to the Transportation Commission requesting an increase of $61,772.31 to a new total authorization of $240,629.02 is attached.

JAB:fr
Att.
cc: Robert Church

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STATE HWY ENGR
APR 7 '77
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U.  EPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

10
cc: OSHD (E S Hunter)

# INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Morrow | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>2-23-77 | INSPECTION MADE BY<br>R. A. Nichols, Area Engineer | | PROJECT NO.<br>I-80N-5(47)159 |

IN COMPANY WITH

Dale Allen, Reg. Const. Engr. and H. N. Van Cleave, Res. Engr.

LOCATION

Boardman Safety Rest Area adjancent to I-80N and about 2 miles west of Boardman, Oregon.

CONTRACTOR NAME AND ADDRESS

F. Hogson & Sons, North Powder, Oregon

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>8-6-76 | CONTRACT AMOUNT<br>$157,083 | TIME ALLOWED<br>completion date<br>6-30-77 | TIME STARTED<br>-- | WORK STARTED<br>10-27-76 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>60 | WORK COMPLETED<br>30 | |

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REMARKS

## BOARDMAN SAFETY REST AREA
## Sewage Disposal System Revision

**Purpose of Inspection:**

To see what had been done, what was being done and review the reports on materials, compaction, etc.

**Work Completed:**

The clearing and grubbing was completed, the embankment material placed for both ponds; all the sand blanket material in the primary lagoon and about ½ of the material in the secondary lagoon had been placed. The piping for the sewage and underdrains in the lagoon area have been placed. In adition, ADS drainage lines were placed in the sand blanket of the primary treatment lagoon. This system was placed to allow any gas to escape which might form under the membrane. A similar drainage system will be placed in the secondary treatment lagoon.

**Work in Progress:**

Material for the sand blanet was being placed in the secondary treatment lagoon.

Form FHWA-1446 (12-73) Formerly PR-33 A    Previous Editions of PR-33A will Not Be Used.

Comments:

The design for the sewage lagoon was designed and approved by DEQ when it was planned to enlarge the rest area facilities.

Subsequently it was decided by the Highway Division not to enlarge the rest area but just to construct the lagoon. The lagoon was sent to DEQ again apparently and they requested several modifications; they were not incorporated into the contract before bid letter so they were incorporated by price agreements. The revisions included placing an ADS drainage system in the sand blanket to drain off any gas which might develop under the seal. (Cost $7860) Increasing the depth of the sand blanket so the ADS system could be placed cost $6720 and lowering the underdrain , $2100. They also requested that a 4" PVC pipe be substituted for the 4" cast iron pipe. This resulted in a savings of $1462.50.

The plans call for 5" PVC for the sewage pressure line. The Resident said they couldn't get 5" pipe with the joints specified so they are placing 6" PVC. Additional cost was $1521.

The project records reviewed indicate the materials incorporated into the project reasonably meet the specifications.

5 / 5

Yellow 80N

FORM 81 734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

July 22, 1976

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: Boardman Safety Rest Area
Columbia River Highway
Morrow County

TO: H. N. VanCleave
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

| | | | |
|---|---|---|---|
| 9080 | 00 | "LA" Line, Centerline | Profile Grade |
| | 01 | "LA" Line, Centerline | Subgrade |

Attachment

# LETTER OF APPROVAL AND/OR AUTHORIZATION

I80N-5(47)159
STATE PROJECT NO.

Boardman Safety RestArea
COUNTY NAME
Morrow

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
I-843

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
FOR
Info Inve R/D D/R Sign Act File

DATE PS&E APPROVED
7-7-76

DATE AUTHORIZATION EFFECTIVE
7-7-76

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Primary Route 2

GENERAL LOCATION:
3.2 Miles west of Boardman Interchange

GENERAL DESCRIPTION OF WORK:
Sewage Disposal System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
Temporary Erosion Control $500.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3-5-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 7-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of 169,923 - Federal funds 156,800.

A signed copy of the Title sheet is returned herewith.

DATE
7-7-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
For Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

## LETTER OF APPROVAL AND/OR AUTHORIZATION

I-80N-5(47)159

STATE PROJECT NO.
Boardman Safety Rest Area

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator<br>Salem, Oregon | PROGRAM NO. | COUNTY NAME<br>Morrow |
| | ITEM NO.<br>I-843 | PROGRAM STAGE *(Check)*<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| | 7-1-76 | Interstate Route 80N<br>STATE ROUTE NUMBER<br>Primary Route 2 |

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO
Rulien
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

GENERAL LOCATION:
I-5 3.2 miles west of Boardman Interchange

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION • ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 6-15-76 I approve the program change for the subject project as follows:

(1) Character of Proposed Work: Changed to read "Sewage Disposal System"

(2) Revised Project Data: The proposed work consists of construction of a sanitary sewage oxidation lagoon disposal system with required appurtenances and incidental work common to this type of project.

(3) Construction code: Eliminate Type Code Y021 ( Code Y022 $165,600 Y060 $1,000)

(4) Estimated Project Cost by Phases: To reflect the reduced scope of work decrease the total estimated cost of construction to $166,600 with Federal funds $153,700.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-1-76 | G. K. Hoover | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

June 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration
[illegible]

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-80N-5(47)159
Morrow County

We hereby request your approval of a minor program change to Item No. 843, Project No. I-80N-5(47)159, "Boardman Safety Rest Area", as indicated below based on the fact that present shortage of funds dictate stage construction of the safety rest area expansion with the first phase consisting of the necessary sewage disposal installation required to accommodate the increased demand to which the existing facility is subject including flexibility for future ultimate expansion.

(1) Character of Proposed Work: Changed to read "Sewage Disposal System".

(2) Revised Project Data: The proposed work consists of construction of a sanitary sewage oxidation lagoon disposal system with required appurtenances and incidental work common to this type of project.

(3) Revised Data for PR-37: Eliminate Type Code Y021.

(a) Type Code Y022 - - - - - - $165,600
(b) Type Code Y060 - - - - - - - 1,000

(4) Estimated Project Cost by Phases: To reflect the reduced scope of work decrease the total estimated cost of construction to $166,600 with $153,700 Federal funds.

JLG:re

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 28, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Boardman Safety Rest Area
Expansion

TO: L. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

The existing Boardman Safety Rest Area is located at M.P. 159.5 on the Columbia River Highway. The 1974 ADT on this section of 80N is 5,000 vehicles with traffic averaging just under 8,000 during the tourist season. This compares with 26,000 ADT at the Baldock Safety Rest Area and 16,000 vehciles at the Oak Grove Safety Rest Area on I-5.

We discussed use with Harry Oswald, District Engineer, and he has the following comments.

1. The existing facility is inadequate for the present use.
2. The rest area is overcrowded and full during the tourist season.
3. The present sewer system has failed and must be replaced.
4. The District Engineer urges that the Boardman Safety Rest Area be expanded to handle the present demand and reduce the overcrowding of the existing facility.

We have downscoped the proposed expansion of the safety rest area to a reasonable level based on the expected use. In line with our policy of providing this kind of use to the traveling public I would recommend going ahead with the full expansion project.

JHV:jh

# BOARDMAN SAFETY REST AREA

The Boardman Safety Rest Area began as an "oasis" in 1936. The site was selected because of shade offered by existing trees. A well was drilled to provide drinking water.

In 1952 it became necessary to install pit toilets for sanitary reasons. Tables with shelters were also constructed.

In 1965 a contract was let to improve the rest area as it now stands. Type "6" toilet buildings were constructed, with septic tanks and a chlorinator. The parking area was expanded and paved. Modern shelters and tables were built.

In 1972 the D.E.Q. found the disposal of chlorinated effluent into the irrigation channel to be a substandard system. The construction of a sewage lagoon system was determined to be a good solution to this problem. Since this would involve major construction, our Landscape Unit of the Road Design Section proposed that this would be an appropriate time to improve the other facilities in the rest area as well.

The Boardman Safety Rest Area has always been a popular stopping point for motorists on the Columbia River Highway. Use of this rest area continues to increase. During the summer months the rest area is in use around the clock and during some hours, especially late evening and early morning, all the parking spaces are taken.

The plans for expansion are based on the A.D.T. projected for 1985. From the accompanying design guide it was determined that 37 car spaces and 20 truck spaces on each side will meet the projected need.

A high percentage of the people stopping use the single type "6" toilet buildings on each side and thus they receive heavy use. The maintenance personnel are often hard pressed to keep the rest rooms clean, because they must close the buildings to service them. This causes an inconvenience to the public. The addition of a type "8" toilet building on each side will alleviate these problems.

A new well was drilled in 1971 to provide adequate water for irrigation. An automatic irrigation system will relieve maintenance personnel from the endless chore of trying to keep the lawn green in this hot, dry area and free them for other work.

The addition of the facilities now proposed will insure that the travelling public, in the future, will continue to find adequate facilities and a pleasant place to stop at the Boardman Safety Rest Area.

11/17/75

## HIGHWAY DIVISION

## DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Boardman

HIGHWAY I-80N M.P. 159.7 COUNTY Morrow DATE 11/29/73

I Traffic Data

A = 20 year ADT

19 85 = 8700 x 1.44 (Seasonal factor) = 12,528

B = Peak hour directional traffic = A 12,528 x K .135 x D .6 = 1,015

Where K = Ratio of design hourly volume to ADT (0.135)

D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 1,015 x .135 = 132

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

| | | Exist | Proposed |
|---|---|---|---|
| M = Total parking spaces = C x 0.5 = | 66 | 24 | 66 |
| N = Car parking spaces = M x 0.6 = | 40 | 12 | 44 |
| O = Truck parking spaces = M - N = | 26 | 12 | 22 |

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 296

The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 148

R = Number of persons using women's facility = P x 0.5 = 148

The required facilities may be determined by entering the value for persons/hour into the following table:

Existing Type "6"

| Persons/hour using rest room during design hours (Q) | Number of facilities - men's room | | | | |
|---|---|---|---|---|---|
| | Urinals | Toilets | Wash basins | Hand dryers: Paper towels | or Air dryers |
| 0-105 | 2 | 2 | 2 | 2 | 2 |
| 105-225 | 3 | 3 | 4 | 3 | 4 |
| 225-315 | 4 | 4 | 5 | 4 | 6 |
| 315-375 | 5 | 4 | 5 | 4 | 7 |
| 375-435 | 7 | 4 | 5 | 5 | 7 |
| 435-500 | 9 | 5 | 7 | 5 | 8 |

| Persons/hour using rest room during design hours (R) | Number of facilities - women's room | | | |
|---|---|---|---|---|
| | Toilets | Wash basins | Hand dryers: Paper towels | or Air dryers |
| 0-105 | 4 | 3 | 2 | 2 |
| 105-225 | 6 | 4 | 3 | 4 |
| 225-315 | 9 | 6 | 4 | 6 |
| 315-375 | 10 | 6 | 4 | 7 |
| 375-435 | 12 | 8 | 5 | 7 |
| 435-500 | 14 | 8 | 5 | 8 |

IV Other Facilities Use Type "8"

S = Picnic tables (includes shelters w/tables) = M x .3 = 20

(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .2 = 13

(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 7

## OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

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SECTION

Requests Reply ☐
Requires Approval ☐
Other: ______

June 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
R.L. SCHROEDER

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Boardman Safety Rest Area
Columbia River Highway - I-80N
Morrow County

This negative declaration precedes our request for location and design approval of the subject project.

*LOCATION AND DESCRIPTION OF PROJECT* The Boardman Safety Rest Area (SRA) is located 2.6 miles west of the city of Boardman on I-80N in Morrow County. The nearest SRA's on I-80N are Memaloose State Park 87 miles to the west and the Stanfield SRA 25 miles to the east.

The proposed project consists of expansion of the existing rest area facilities and replacement of the existing substandard sewage treatment system to comply with Department of Environmental Quality (DEQ) waste water standards. Expansion and lagoon construction will be done simultaneously.

The existing sewage system, presently violating DEQ water quality standards, consists of a septic tank-chlorinator combination that empties directly into an irrigation runoff ditch. The proposed sewage treatment improvement, in order to comply with DEQ standards, must be designed so as to release no effluent into the irrigation ditch. Two lagoons of approximately one acre each are to be constructed on 7.20 acres of right-of-way which will be acquired. Normal pool depth of each lagoon will be 3 feet contained within six-foot sides. The exterior sides are to be planted in grass. The interior materials of the lagoons will be treated to reduce permeability and minimize water loss due to percolation.

The SRA parking area will be expanded from 12 car stalls and 12 truck stalls on each side to accommodate 35 cars and 19 trucks in the westbound SRA and 37 cars and 19 trucks in the eastbound SRA. Two new picnic shelters will be constructed at each rest area, and the existing rest room facilities will be expanded. Landscaping, additional open picnic table sites, and play areas will be provided. Also to be provided at each site is a sanitary dumping station for recreational vehicles.

*PURPOSE OF PROJECT*

The purpose of the project is twofold: to provide a sewage treatment facility that meets DEQ standards, and to provide SRA facilities capable of alleviating present overcrowding and providing for expected future increases in use.

*EXISTING ENVIRONMENTAL SETTING*

The project area is in a semi-arid, sandy upland that slopes gently toward Lake Umatilla, approximately 1,000 feet to the north. Except for the westbound SRA and the Union Pacific Railraod, all land north of I-80N in the project area is owned by the Corps of Engineers and is part of the Umatilla National Wildlife Refuge. Property south of I-80N, except for the eastbound SRA, is in private ownership. Five farm complexes are located approximately 2,000 feet south of the eastbound SRA. Land use consists of a mixture of irrigated cropland, noncommercial pasture, and undeveloped, low-lying natural vegetation. The area proposed for lagoon construction is undeveloped open rangeland. Three sets of power lines and towers from McNary Dam parallel I-80N about 200 feet south of the eastbound lanes, but it is unlikely that they will pose difficulties in construction of the lagoons.

*ALTERNATIVES TO THE PROPOSAL*

In planning for the expansion and lagoon construction, several alternatives were investigated. All but the present proposal--here discussed as the fifth alternative--would require acquisition of some Umatilla National Wildlife Refuge land for right-of-way.

The first alternative would involve expanding both rest areas to the west and constructing the lagoons 300 feet east of the existing westbound facility. This proposal would directly affect approximately 15 acres, including three acres of relatively diverse successional vegetation in the Umatilla National Wildlife Refuge west of the westbound SRA, and five acres of sparse vegetation in the wildlife refuge east of the westbound SRA.

A second alternative would call for the eastward expansion of the westbound SRA, westward expansion of the eastbound SRA, and placement of the sewage lagoons approximately 1,900 feet east of the existing westbound rest area. Five acres of refuge land would be involved in this alternative. Placement of the lagoons would be in an area of high ground water.

The third alternative calls for expansion in the same fashion as the second alternative, but the lagoons would be constructed 300 feet west of the existing westbound rest area. Again, five acres of refuge land would be in the area of high ground water, and there could be seepage from the lagoons into the upper ground water levels.

A fourth alternative would be the same SRA expansion as in the second and third alternatives, but with no lagoon construction. Sewage would be treated with a physical-chemical treatment system. Five acres of refuge land would again be involved, and the cost of a physical-chemical system could amount to twice as much for installation and three times as much for maintenance as a sewage lagoon system.

The fifth alternative (the present proposal) involves SRA expansion entirely within the existing SRA right-of-way. Lagoon placement, to the west of the eastbound right-of-way, would require purchase of 7.20 acres of private land that is presently undeveloped open rangeland. This proposal would not physically impact the wildlife refuge.

*DISCUSSION OF ENVIRONMENTAL IMPACTS*

The prime impact of this project will be the elimination of the unacceptable sewage treatment system and the cessation of effluent discharge in the irrigation ditch, which discharges into Lake Umatilla.

Land to be cleared for construction of the lagoons would amount to approximately five acres of climax sagebrush west of the eastbound SRA. Southwesterly winds blow across the lagoons to the rest areas approxmately 20 percent of the time, mostly during the summer months. If the lagoons are not properly maintained, it is possible that these winds could carry odors to the rest areas.

Design of the sewage treatment lagoons must gain approval from the Department of Environmental Quality before construction may begin.

Since parking capacity is to be only slightly increased, the project should not significantly affect air quality or violate air quality standards.

The SRA is located within an area of known prehistorical occupation. It is possible that construction of the lagoons could reveal evidence of that prehistory. In the event that objects of archaeological and paleontological significance are encountered, the contractor shall act in a manner consistent with the Oregon State

Highway Commission's Standard Specifications 105.13 (Preservation of Historical Objects).

The A-95 agency review process, required for this project, has been initiated, and comments are forthcoming.

*BASIS FOR NEGATIVE DECLARATION* The proposed project is necessary to comply with DEQ water quality standards and to provide adequate SRA facilties to meet present and future demands. Adverse impacts to the local environment will be minimal, and the quality of water flowing into Lake Umatilla from the project area will, in fact, be improved to meet DEQ regulations.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the social or natural environment.

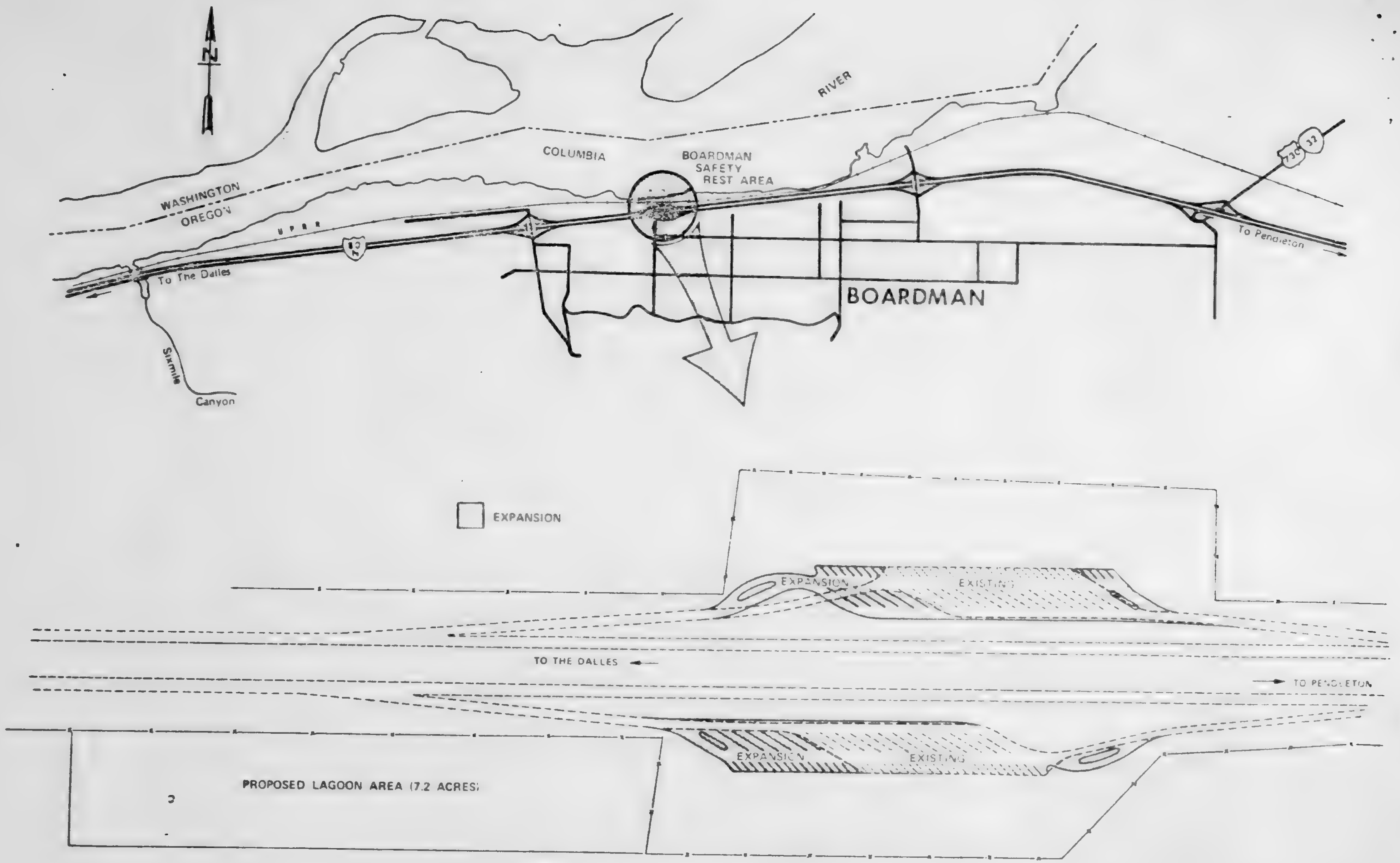
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

CONCUR ______________________ DATE ______________________
Division Engineer

WH:sz

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg ✓
R. E. Royer
V. D. Wolfe
L. W. Rulien
W. E. Schwartz


N
RIVER
COLUMBIA
BOARDMAN
SAFETY
REST AREA
WASHINGTON
OREGON
U P R R
80N
730
32
To The Dalles
To Pendleton
BOARDMAN
Sixmile
Canyon
EXPANSION
EXPANSION
EXISTING
TO THE DALLES
TO PENDLETON
EXPANSION
EXISTING
PROPOSED LAGOON AREA (7.2 ACRES)

OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

# BOARDMAN SAFETY REST AREA

COLUMBIA RIVER HIGHWAY

MORROW COUNTY

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
April 9, 1976

FROM: W. E. Schwartz
Regional Engineer

SUBJECT: Boardman Safety Rest Area
Morrow County

TO: Hal Versteeg
Road Design Engineer

SALEM

NOTED
H. S. COULTER

This will confirm our telephone conversation of yesterday in which we discussed the possibility of drastically downscoping subject project.

We would like to see the project go as planned. I believe that Boardman is probably the most heavily used rest area along I-80N. I think it should be brought up to the standard that we have established for rest areas on the Interstate system.

Since it is a Federal-Aid Interstate project and therefore 92% Federally funded, it is the type of project that gives us the most "bang" for the State "buck". We have continually heard this as justification for continuing expenditures on the Interstate system.

We need this project to keep one of our engineering crews at Pendleton busy. The work load of Resident Engineer Bud Van Cleave has declined to the point that we cannot justify keeping the crew without the work. Loss of this project may very well force a decision regarding the layoff of engineering personnel.

We realize, at the same time, that the Highway Division is faced with severe financial problems and that we do not have the benefit of an overall view. Our interest in this project is rather provincial. If a decision is made to scale the project down, we at least have to build a sewage lagoon system to fulfill our commitment to DEQ.

WES:sh

RECEIVED

cc H. S. Coulter
C. T. Keasey

Salem, Oregon
March 23, 1976

Thomas L. Savage
Landscape Architect

Boardman Safety Rest Area

W. E. Schwartz
Region 5 Engineer

Attention: Bud Van Cleave

Gordon Ballard relayed to me your suggestions concerning our planting plan. We have changed the Russian Olives to Sunburst Honeylocust. We have changed the sizes of the junipers from 15"-18" to 12"-15".

The suggestion to somehow relieve the visual impact of the 18' water reservoir is well taken. Perhaps I did not give this adequate consideration. Additional trees, planted between the public area and the reservoir, will be the most effective way of achieving visual relief. It takes a good number of years for any type of plant material to reach a height that will form a "screen". Large evergreen trees in the desert would be out of place; therefore, deciduous trees are the best. An informal planting of deciduous trees will serve to divert attention from the reservoir and focus the attention on the trees.

TLS:jh

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

**DEPARTMENT OF ENVIRONMENTAL QUALITY**

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5395

ROBERT W. STRAUB
GOVERNOR

[illegible]

Oregon Dept. of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. E. S. Hunter

Gentlemen:

Re: Waste Discharge Permit
File No. 64310 - Boardman Rest Area

The Department of Environmental Quality has completed its review of your permit application and the comments received regarding the preliminary draft permit which was mailed to you for review on November 26, 1975 and has issued the attached NPDES Waste Discharge Permit.

In accordance with the requirements of regulations promulgated pursuant to the Federal Water Pollution Control Act Amendments of 1972 (P.L. 92-500) the Environmental Protection Agency has reviewed this NPDES permit and approved its issuance by letter dated March 5, 1976.

This permit will be considered as the final action on permit application number OR-002982-3.

Copies of monitoring report forms will be sent to you by our regional office under separate cover.

You are urged to carefully read the permit and take all possible steps to comply with the conditions contained therein so that our Oregon environment can be preserved. Any questions regarding the permit should be addressed to our Eastern Regional Office, Hess Building, 245 S. E. Fourth, Pendleton, Oregon 97801, or telephone 276-6131 extension 283.

Sincerely,

LOREN KRAMER
Director

CKA:mjb
Attachment

cc: DEQ Eastern Regional Office

RECEIVED
STATE HWY ENGR

MAR 19 '76

REFER TO
Blart - Varsteg - Potter

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| K | | | | | | |

3-19-76

Contains Recycled Materials

DEQ-1

ee

Permit Number: 2776-J
Expiration Date: 10/31/80
Page 1 of 7

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

# WASTE DISCHARGE PERMIT

Department of Environmental Quality
1234 S. W. Morrison Street
Portland, Oregon 97205
Telephone: (503) 229-5696

Issued in accordance with the provisions of
ORS 449.083 (Recodified as 468.740)
and
Federal Water Pollution Control Act Amendments of 1972,
P.L. 92-500, Oct. 18, 1972 (33 U.S.C. § 1251 et seq.)
(Hereinafter referred to as the "Federal Act").

**ISSUED TO:**

Oregon State Dept. of Transportation
Highway Division
Highway Building, Room 329
Salem, Oregon 97310

**PLANT SITE:**

Boardman Safety Rest Area

**ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY**

MAR 17 1976

Loren Kramer
Director

Date

**REFERENCE INFORMATION**

File Number: 64310
Appl. No.: OR-002982-3 Received 9/24/75
Major Basin: Columbia
Minor Basin:
Receiving Stream: Columbia River via irrigation drain
River Mile: 264
County: Morrow

## PERMITTED ACTIVITIES

Until such time as this permit expires or is modified or revoked, Oregon State Department of Transportation, Highway Division, is herewith permitted to:

a. Operate its sewerage system and sewage treatment works serving the Boardman Safety Rest Area.
b. Discharge treated wastes to the Columbia River until completion of the land disposal system.
c. Construct extensions to its sewerage system.
d. Construct modifications to its sewage treatment works.

All of the above activities must be carried out in conformance with the requirements, limitations and conditions which follow.

The word "waste," as used in this permit, refers to "sewage" as defined in ORS 449.075 (recodified as 468.700).

SPECIAL CONDITIONS

1. The permittee shall complete a new sewage treatment and disposal system and eliminate all discharges to public waters in accordance with the following time schedule:

   a. Submit final engineering plans by March 1, 1976.

   b. Start construction by May 1, 1976.

   c. Eliminate discharge by December 1, 1976.

2. The permittee is expected to meet the compliance schedule and interim dates which have been established in Condition 1 of this permit. Either prior to or no later than 14 days following any lapsed compliance date the permittee shall submit to the Department a notice of compliance or non-compliance with the established schedule. The Director may revise a schedule of compliance if he determines good and valid cause resulting from events over which the permittee has little or no control.

3. Prior to constructing or modifying any waste water control facilities, detailed plans and specifications shall be approved in writing by the Department.

4. After completion of the land disposal facilities the quantity and quality of effluent discharged directly or indirectly to the land disposal area shall be limited as follows:

   a. No discharge to state waters is permitted. All waste waters shall be distributed on land for dissipation by evapo-transpiration and controlled seepage by following sound irrigation practices so as to prevent:

      1) Prolonged ponding of waste on the ground surface;

      2) Surface runoff or subsurface drainage through drainage tile;

      3) The creation of odors, fly and mosquito breeding and other nuisance conditions; and

      4) The overloading of land with nutrients or organics.

   b. The effluent shall receive disinfection sufficient to reduce fecal coliform bacteria to a monthly average* of no more than 100 per 100 ml or weekly average of no more than 200 per 100 ml. (Usually this can be obtained with a chlorine residual of 2.0 after 60 minutes of contact time.)

   *Based on geometric mean.

5. During the period between the date of issuance of this permit and the completion of the improvements required by Condition 1, the quality of effluent discharged directly or indirectly to the Columbia River shall be as follows:

   a. The monthly average 5-day 20° C. Biochemical Oxygen Demand (BOD) shall not exceed a concentration of 150 mg/l or 13 pounds per day with a weekly average not to exceed 200 mg/l or 17 pounds per day.

   b. The effluent shall be chlorinated such that a chlorine residual of at least 2.0 mg/l is retained in all effluent pumped to the drainage way.

6. Notwithstanding the effluent limitations established by this permit, no wastes shall be discharged and no activities shall be conducted which will violate Water Quality Standards as adopted in OAR 340-41-050 except in the following defined mixing zone:

   The allowable mixing zone shall consist of the irrigation drain between the point of discharge and its confluence with the Columbia River.

7. After completion of the land disposal facilities the permittee shall monitor the operation and efficiency of all treatment and control facilities and the quantity and quality of the waste discharged. A record of all such data shall be maintained and submitted to the Department of Environmental Quality on prescribed forms at the end of each calendar quarter. Unless otherwise agreed to by the Department of Environmental Quality, data collected and submitted shall include, but not necessarily be limited to, the following parameters and minimum frequencies:

| Parameter | Minimum Frequency |
|---|---|
| Total Flow to lagoon and to irrigation site | Daily |
| Pounds Chlorine Used | Daily when irrigating |
| Chlorine Residual (effluent) | Daily grab sample when irrigating |
| pH (influent and effluent) | 3 grab samples per week |
| Fecal Coliform | Quarterly grab sample when irrigating |
| Visual observations of lagoon and irrigation site | Weekly |

   Monthly reports shall also include a record of the location and method of disposal of all sludge and a record of all equipment breakdowns and bypassing.

8. Conditions G2, G6, G7 and G8 of the attached General Conditions do not apply to this permit.

9. The spray irrigation facilities shall not be operated when winds are such that the irrigated waste water will drift out of the waste treatment area into areas of public access.

State of Oregon
Department of Environmental Quality
PERMIT CONDITIONS

Permit Number: [illegible]
Expiration Date: 10/31/80
Page 1 of 7

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## GENERAL CONDITIONS

G1. All discharges and activities authorized herein shall be consistent with the terms and conditions of this permit. The discharge of any pollutant more frequently than or at a level in excess of that identified and authorized by this permit shall constitute a violation of the terms and conditions of this permit.

G2. Monitoring procedures:

a. Monitoring shall begin on the first day of the month following issuance of this permit unless specified otherwise by a special condition.

b. Monitoring reports shall be submitted by the 15th day of each following month.

c. Monitoring reports shall be submitted on approved report forms.

d. All records of monitoring activities and results, including all original strip chart recordings for continuous monitoring instrumentation and calibration and maintenance records, shall be retained by the permittee for a minimum of three years. This period of retention shall be extended during the course of any unresolved litigation regarding the discharge of pollutants by the permittee or when requested by the Director.

e. The permittee shall record for each measurement or sample taken pursuant to the requirements of this permit the following information: (1) the date, exact place and time of sampling; (2) the dates the analyses were performed; (3) who performed the analyses; (4) the analytical techniques or methods used and (5) the results of all required analyses.

f. Samples and measurements taken to meet the requirements of this condition shall be representative of the volume and nature of the monitored discharge.

g. All sampling and analytical methods used to meet the monitoring requirements specified in this permit shall, unless approved otherwise in writing by the Department, conform to the latest edition of the following reference:

> American Public Health Association, Standard Methods for the Examination of Water and Wastewaters (13th ed. 1971).

h. Samples collected and/or analyzed by the Department may be used toward satisfying the monitoring requirements of this permit.

G3. The permittee shall provide an adequate operating staff which is duly qualified to carry out the operation, maintenance and testing functions required to insure compliance with the conditions of this permit.

G4. All waste collection, control, treatment and disposal facilities shall be operated in a manner consistent with the following:

a. At all times all facilities shall be operated as efficiently as possible and in a manner which will minimize discharges and prevent health hazards and nuisance conditions.

b. All screenings, grit and sludge shall be disposed of in a manner approved by the Department of Environmental Quality such that it does not reach any of the waters of the state or create a health hazard or nuisance condition.

c. Bypassing of untreated waste is generally prohibited. No bypassing shall occur without prior written permission from the Department except where unavoidable to prevent loss of life or severe property damage.

G5. Whenever a facility expansion, production increase or process modification is anticipated which will result in a change in the character of pollutants to be discharged or which will result in a new or increased discharge that will exceed the conditions of this permit, a new application must be submitted together with the necessary reports, plans and specifications for the proposed changes. No change shall be made until plans have been approved and a new permit or permit modification has been issued.

G6. The permittee shall require the following of all industrial users of the municipal sewerage and sewage treatment system:

a. Each industrial user shall pay its fair share of construction costs and operation, maintenance and replacement costs in accordance with guidelines promulgated pursuant to Section 204(b)(2) of the Federal Act.

b. Each industrial user shall provide applicable pretreatment of waste in accordance with guidelines promulgated pursuant to Section 307(b)(1) of the Federal Act. Any industrial user subject to these requirements shall be required to submit to the permittee periodic notice (over intervals not to exceed 9 months) of progress toward full compliance with the requirements of the pretreatment guidelines. Copies of these notices shall be forwarded to the Department.

c. The effluent from each industrial user shall be adequately monitored either by the permittee or by the industry for the permittee pursuant to Section 308 of the Federal Act. These monitoring records shall be retained by the permittee and made available to the Department upon request.

G7. Within 90 days of the issuance of this permit the permittee shall submit the following information to the Department:

a. A list of all industrial users of the municipal sewerage system along with an appropriate description of the wastes discharged;

b. A description of pretreatment facilities provided by each industrial user;

c. Any system of charges or rates which the permittee has to assure that each recipient of treatment works services will pay its proportionate share of the costs of operation, maintenance and replacement of treatment works facilities or services;

d. A copy of any toxic waste [illegible] which the permittee may have in force.

G8. The permittee shall notify the Department in writing each time an industrial user which will discharge more than [illegible],000 gallons per day is connected to the sewerage system, unless the industrial user is discharging only domestic sewage at volumes not expected to have a noticeable impact on the sewage treatment works. Such notice shall include information on (a) the quality and quantity of pollutants to be introduced to the treatment plant and (b) any anticipated impact of such change in the quality or quantity of effluent to be discharged from the treatment works.

A similar notice is also required each time there is a substantial change in volume or character of waste being discharged to the treatment works from industrial users already connected to the sewerage system.

G9. After notice and opportunity for a hearing this permit may be modified, suspended or revoked in whole or in part during its term for cause including but not limited to the following:

a. Violation of any terms or conditions of this permit or any applicable rule, standard, or order of the Commission;

b. Obtaining this permit by misrepresentation or failure to disclose fully all relevant facts;

c. A change in the condition of the receiving waters or any other condition that requires either a temporary or permanent reduction or elimination of the authorized discharge.

G10. The permittee shall, at all reasonable times, allow authorized representatives of the Department of Environmental Quality:

a. To enter upon the permittee's premises where an effluent source or disposal system is located or in which any records are required to be kept under the terms and conditions of this permit;

b. To have access to and copy any records required to be kept under the terms and conditions of this permit;

c. To inspect any monitoring equipment or monitoring method required by this permit; or

d. To sample any discharge of pollutants.

G11. The permittee shall at all times maintain in good working order and operate as efficiently as possible all treatment or control facilities or systems installed or used by the permittee to achieve compliance with the terms and conditions of this permit.

G12. The issuance of this permit does not convey any property rights in either real or personal property, or any exclusive privileges, nor does it authorize any injury to private property or any invasion of personal rights, nor any infringement of Federal, State or local laws or regulations.

G13. The Department of Environmental Quality, its officers, agents and employees shall not sustain any liability on account of the issuance of this permit or on account of the construction or maintenance of facilities because of this permit.

G14. In the event the permittee is unable to comply with all of the conditions of this permit because of a breakdown of equipment or facilities, an accident caused by human error or negligence, or any other cause such as an act of nature, the permittee shall:

a. Immediately take action to stop, contain and clean up the unauthorized discharges and correct the problem.

b. Immediately notify the Department of Environmental Quality so that an investigation can be made to evaluate the impact and the corrective actions taken and determine additional action that must be taken.

c. Submit a detailed written report describing the breakdown, the actual quantity and quality of resulting waste discharges, corrective action taken, steps taken to prevent a recurrence and any other pertinent information.

Compliance with these requirements does not relieve the permittee from responsibility to maintain continuous compliance with the conditions of this permit or the resulting liability for failure to comply.

G15. If a toxic effluent standard or prohibition (including any schedule of compliance specified in such effluent standard or prohibition) is established under Section 307(a) of the Federal Act for a toxic pollutant which is present in the discharge authorized herein and such standard or prohibition is more stringent than any limitation upon such pollutant in this permit, this permit shall be revised or modified in accordance with the toxic effluent standard or prohibition and the permittee shall be so notified.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/5/76

BY (Signature): L.W. Rulien's letter of 2/24/76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) |
|---|---|---|---|---|---|
| 943 | I-80-5(47)159 | 0.0 | 800,000 | 738,000 | **Location**<br>Boardman Safety Rest Area<br>Morrow County<br>State of Oregon<br>**Work**<br>Rest Area expansion including utility adjustments. |

RECEIVED
STATE HWY ENGR
MAR 10 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

REMARKS (Division)

| RECOMMENDED | | APPROVED | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE | SIGNATURE AND TITLE |
| | | 3/5/76 | G.L. Green, Division Administrator |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

February 24, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

| Item No. | Project No. | Section Name & PNRS No. |
|---|---|---|
| 843 | I-80N-5(47)159 | Boardman Safety Rest Area<br>#71.0248 |

JG:re

Encl.

cc: G. L. Green (FHWA)
D. E. Swan (2)

February 24, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-5(47)159

We are submitting program data for one project, Item No. 843, Project No. I-80N-5(47)159, "Boardman Safety Rest Area", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on March 25, 1976.

Copies of the State Clearinghouse and District 12 Clearinghouse A-95 approval letters were forwarded previously.

JG:rm

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

February 24, 1976

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1 | PROJECT LOCATION (45 typewriter spaces)<br>I-5, 3.2 mi W. of Boardman Interchange | ADT | PRESENT<br>5,500 | FUTURE<br>9,900 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon | |
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Safety Rest Area Expansion | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S) I-<br>NUMBER 80-5 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Interstate | COUNTY NAME<br>Morrow | | | | CODE<br>049 |
| | NAME OF URBAN AREA<br>--- | ROUTE NO. I | FEDERAL-AID<br>I-80N | STATE<br>2 | U.S.<br>I-80N | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (78) | | |
| 5 | | | | | PE | | | | | | | |
| 5 | | | | | ROW | | | | | | | |
| 5 | | | | | CONST (CODE)<br>Y021<br>Y022<br>Y060 | | "Boardman Safety Rest Area" | 0.0 | 800,000 | 738,000 | 62,000 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY JG | PROJECT TOTALS | 0.0 | 800,000 | 738,000 | 62,000 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (18) (23) | (24) (28) | |

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REMARKS
Additional Data: Item Nos. 403, 724
I-80N-5(15)159, I-80N-5(42)147 & I-8
ively.

-OVE

FORM PR-1
(REV. 4-61)

# FEDERAL-AID PROGRAM DATA

February 24, 1976

| r spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| man Interchange |  | 5,500 | 9,900 | 96 | 10 | Oregon | 41 | 042 | 843 |

| TL. REST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  | I- | 80-5 | (47) | 159 | N |

| COUNTY NAME | CODE |
|---|---|
| Morrow | 049 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| I | I-80N | 2 | I-80N |

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| man Safety<br>est Area" | 0.0 | 800,000 | 738,000 | 62,000 |  | ROW-300' normal;<br>Access control-full;<br>Parking Restrictions-complete<br>Utility adj. required incl. preparatory work. |
| PROJECT TOTALS | 0.0 | 800,000 | 738,000 | 62,000 |  |  |

REMARKS
Additional Data: Item Nos. 403, 724 & 756; Project Nos. I-80N-5(15)159, I-80N-5(42)147 & I-80N-5(43)159 respectively.

-OVER-

## BOARDMAN SAFETY REST AREA

## PROJECT NO. I-80N-5(47)159

REMARKS - cont'd.

Project Data: The proposed project is for expanding the facilities of the existing eastbound and westbound rest areas with the work consisting of construction of additional parking areas, toilet facilities, sanitary sewage oxidation lagoon, landscaping, illumination, irrigation system, picnic facilities and incidental work common to this type of motorist service.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review approval letters dated June 23, 1971 and June 9, 1971, respectively.

FHPM 7-7-2 Requirements: Negative Declaration concurred in by FHWA on July 10, 1974.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - - Corridor/Design held September 26, 1974.
(b) Location/Design - - - - Granted by FHWA on January 10, 1975.

Note: (1) The project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

Data for PR-37: On ROW-1; ROW-F; Sanitary Facilities-Y.

(a) Type Code Y021; Safety Rest Area - - - - - - - - $380,000
(b) Type Code Y022; Comfort& Convenience Facilities - 419,000
(c) Type Code Y060; Utility Adjustment - - - - - - - 1,000

SCN

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 22, 1976

In reply refer to: 1041[illegible]

SUBJECT: Boardman Safety Rest Area
I-80N-5(-)
Morrow County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Versteeg's January 15, 1976 letter points out the maintenance advantages of rock-faced buildings over painted block. We agree there are some maintenance savings. In our judgment, however, these savings do not support the reconstruction costs and added construction costs for rock facing at this rest area.

for G. L. Green

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January 15, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: E. J. Valach

Gentlemen:

Re: Boardman Safety Rest Area
I-80N
Morrow County

It costs $500 annually to maintain the exterior of a painted block rest area building. There is virtually zero maintenance on the exterior of the rock faced rest area buildings such as those at the Willamette Falls Rest Area.

We are estimating that the stone veneer for the Boardman Safety Rest Area buildings at $4,000 each for a total of $16,000 for the four buildings. This initial cost will be amortized over a period of 16 to 17 years by the savings in maintenance costs.

Approval is requested for FAI funding for placing the stone veneer on the four Boardman Safety Rest Area buildings. Attached is the supporting data from Maintenance and Bridge Design Sections.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

JHV:jh
Attachment

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1976

In reply refer to: 1041DA.5

SUBJECT: Boardman Safety Rest Area
I-80N
Morrow County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Versteeg's January 6, 1976 letter requesting our reconsideration in approving a stone veneer on the buildings. The esthetic reasons for stone facing which you present are sound; however, we would reason that the stone veneer adds no utility or function, such as extended service life, and with the public acceptance of the existing buildings, the added costs for stone veneer should not be incurred at this location.

for G. L. Green
Vlach

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RECEIVED
STATE HWY ENGR
JAN 12 '76
REFER TO
Versteeg
FOR

| Info | Info | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

1-13-76

# STONE Veener

## Boardman SRA

Estimate Stone Veener Installed = \$4000/bldg

Approx. 46% of bldg. facie is rock veener and 54% painted.

Painting Cost - block Masonry \$475/yr/b

∴ Cost painting should be 54% x \$475 = \$255/yr/b

Amortizeation:

$$\$475 - \$255 = \$220/\text{bldg}/\text{yr}$$

$$\frac{\text{Capt. Cost}}{\text{yearly Saving}} = \frac{\$4000}{\$220/\text{yr}} = 18.2\text{ yrs.}$$

∴ Takes over 18 yrs. to amortize The Capital expenditure for the stone veener.

FORM E-30 (REV 10-69)

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 9, 1976

SUBJECT: Cost of Rest Area Building Exterior Maintenance

To: J. H. Versteeg
Road Design Engineer

This is in response to your request for information on the cost of maintaining the exterior of painted concrete block Rest Area buildings versus the cost of maintaining similar buildings with rock facing on the exterior.

I talked with District 3 and 12 to determine how often they painted the Rest Area buildings at Baldock and Boardman Rest Areas, respectively, since these buildings are similar in design. District 3 said that they paint the Baldock Rest Area buildings every two years and have to do some touch up painting in between at an annual cost of about $500 per year per building. District 12 indicated they felt that the Boardman Rest Area buildings should be painted every two years, but that they had only been getting a complete paint job every three years with more extensive touch up painting in between. Their figures show the average annual cost to be $475 per year per building.

District 2A indicated that they have virtually zero maintenance on the exterior of the rock-faced rest area building at Willamette Falls Rest Area.

As the cost of materials and labor go up, the cost of maintaining painted Rest Area buildings will also increase. From a maintenance standpoint, I believe that the rock-faced or similar type construction that does not have to be painted is the way to go for Rest Area buildings.

Joe Hay
Joe Hay
Agronomist

JH:ji

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1976

In reply refer to: 1041FA.5

SUBJECT: Boardman Safety Rest Area
I-80N
Morrow County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Versteeg's January 6, 1976 letter requesting our reconsideration in approving a stone veneer on the buildings. The esthetic reasons for stone facing which you present are sound; however, we would reason that the stone veneer adds no utility or function, such as extended service life, and with the public acceptance of the existing buildings, the added costs for stone veneer should not be incurred at this location.

for G. L. Green

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REFER TO
Versteeg
FOR
Info ☐ Invs ☐ R/D ☐ D.R ☐ Sign ☐ Act ☑ File ☐

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Other ________

January 6, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: E. J. Valach

Dear Sir:

Re: Boardman Safety Rest Area
I-80N
Morrow County

We are very concerned that our plan to put stone veneer on the toilet buildings was not approved. The Highway Division submitted three proposals for the exterior treatment of the buildings - the stone veneer alternate was advocated for simply "aesthetic reasons". The issue is of such importance that it deserves further elaboration and consideration.

The proposal for stone is not without precedent. Of the seven other major safety rest areas on I-80N, three now have stone veneer (please see photographs), two are under construction with rock veneer, one (Deadman's Pass photo) has an unusual kind of architecture and one (Stanfield) is not planned for expansion. If the Boardman toilet buildings receive stone veneer, all the rest areas, except Stanfield, will have a destinctive type of architecture.

The stone wall treatment of buildings in the rest areas along I-80N provide a sense of continuity for the travelers throughout the State of Oregon.

Oregon is well known for its convenient and attractive rest areas. The toilet bildings are the focal point of the rest areas. The stone walls of the buildings are maintenance free and provide an air of permanence - long associated with fine architecture. The use of stone walls fits with the desert of eastern Oregon.

Concrete block walls are typical of industrial construction. They have a "temporary" appearance and are considered inappropriate in a true safety rest area environment.

As always in any development many dollars are spent for necessary "underground elements" such as water and sewer lines, wells and base rock, unseen and unappreciated by the public. However, the public can respond directly to features such as stone walls. They add a warm, pleasant color and texture to our buildings. The funds to provide stone veneer would be well spent.

The Road Design Section Landscaping Staff urges you to approve stone veneer for all the toilet buildings at the Boardman Safety Rest Area.

Very truly yours,

CRIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: Merle Anderson
Bob Ellison

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

FILE: BR 9476A

Salem, Oregon
December 18, 1975

NOTED
E. S. HUN

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:

Boardman Safety Rest Area
Columbia River Highway
Morrow County
Bridge 9476A
Sewage Disposal Facility

We have investigated the alternate methods of sewage disposal for the subject rest area and have determined, on the basis of construction and maintenance costs, that we should construct a lagoon instead of pumping the effluent to Boardman's facility.

The cost of a lagoon system is estimated at $130,000 as compared to pumping at $142,000. The estimate for pumping includes a city connection charge of $28,000 but does not include the city's monthly service charge. The service charge will be about $200 per month initially and raise to about $350 per month in 1995. No doubt the effects of inflation will eventually raise these figures.

Based on a lower initial cost and a savings in maintenance vs. the monthly service charge, the lagoon is the preferred system for this rest area.

RWE:dh

cc E. S. Hunter
D. H. Moehring
W. E. Schwartz
G. J. Ballard

DEC 19 '75
REFER TO

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BR 9476A

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 17, 1975

NOTED
E. S. HUNTER

Mr. C. K. Ashbaker
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. Ashbaker:

Waste Discharge Permit
File 64310 - Boardman Safety Rest Area
Morrow County
Bridge No. 9476A

We have reviewed the proposed NPDES permit and the accompanying PUBLIC NOTICE AND FACT SHEET, and offer the following comments in reference to these documents.

We have noticed several items in the description of the waste water facility and discharge that differ from our description of the proposed system in our Permit Application of November 4, 1975. The approximate areas of the first and second cells of the proposed lagoon are respectively 1.5 acres and 0.5 acre instead of 1.02 acres each. Disposal of the treated effluent will be via spray irrigation land disposal rather than an irrigation runoff ditch. For the design year 1995, the facilities are designed to serve 3,250 people a day, 22 trailer dumps a day and a hydraulic flow of 0.012 MGD.

We understand that it is a DEQ policy that when land disposal is the means of treated effluent disposal, that a chlorine residual of 1.0 mg/l is required. If this is the case, then we request a reevaluation of part 4b of the permit that requires 2.0 mg/l chlorine residual.

Thank you for the opportunity to review the proposed NPDES permit before its final draft.

Best wishes for the holiday season.

Very truly yours,

Walter J. Hart
Bridge Engineer

JSH:dh

cc E. S. Hunter
J. L. VanDomelen, DEQ
W. E. Schwartz
H. W. Oswald

RECEIVED
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DEC 17 '75
REFER TO
FOR

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 12, 1975

In reply refer to: 1041DA.5/I-80N-5(-)

SUBJECT: Toilet Building Proposals
Boardman SRA
Morrow C.

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
~~Portland, Oregon~~
Attention: Mr. Walter J. Hart

In reference to Mr. R. W. Ellison's letter of December 10 regarding Toilet Building Proposals, we believe the simple painted block masonry has provided an altogether acceptable installation for this location.

The additional costs and resources involved with stone masonry are not considered warranted.

for G. L. Green

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STATE HWY ENGR
DEC 15 '75
REFER TO
Jack Hart
FOR
Info. | Inve. | R/D | L/R | Sign | Act. ✓ | File

Salem, Oregon
December 5, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Boardman Safety Rest Area

W. E. Schwartz
Region 5 Engineer

Attached is a memorandum of a recent meeting to review the development of the Boardman Safety Rest Area contract plans.

Complete plans and specifications for all phases of the contract work will be completed and transmitted to your office for review. After an in-depth review at the regional level a plans-in-hand review can be scheduled if you feel it is desirable.

We hope to come up with a compromise set of plans that will not require an excessive number of changes during construction. If the plans and specifications more clearly reflect the work we ultimately plan to do, we should be able to save some money, contract claims should be reduced and contract administration should be simplified.

JHV:jh
cc: W. J. Hart
Gordon Ballard
Frank Terpin
Roy Olson
John Bond

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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FORM 81-734 3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
December 4, 1975
Salem, Oregon

**FROM:** Merl Anderson
LANDSCAPE DESIGNER

**SUBJECT:** Boardman Safety Rest Area Expansion

**TO:** Memo to the File

Meeting: Hal Versteeg's Office, 2:00 p.m., December 1, 1975

Attended by: Dick Nichols (FHA), Ernest Valach (FHA), Hal Versteeg, Frank Terpin, Gordon Ballard, Roy Olson, and Merl Anderson.

General Comments & Points of Agreement:

1. We agreed that the existing parking lot width was adequate and there was no need to expand it as shown on the proposed plan.
2. Replacement of fence between highway and parking lots was agreed upon.
3. The need for remodeling the existing buildings was questioned. If the buildings were closed down during the winter, how much improvement do we actually need? Gordon Ballard is reviewing the alternatives.
4. It was agreed that the lawn and irrigation system would be reduced from the amount shown on the proposed plan. The lawn area would be large enough to incorporate the existing picnic tables.
5. Agreement was made that there would be no screen planting between the road and the proposed lagoon.
6. It was suggested that we review the necessity of new planting between the parking lot and the highway. The existing trees may be sufficient. We are eliminating the proposed planting from our plans.

MA/dea

September 23, 1975

Mr. James L. VanDomelen
Regional Administrator, Eastern Region
Department of Environmental Quality
P. O. Box 1538
Pendleton, OR 97801

Dear Mr. VanDomelen:

EPA Discharge Permit
Boardman Safety Rest Area
Morrow County

Enclosed is the completed application for a National Pollutant Discharge Elimination System (NPDES) permit. Please process the application as required by the U.S. Environmental Protection Agency.

As you are aware, the Boardman Safety Rest Area expansion and sewage disposal system are being designed and a contract is expected to be awarded in December. The sewage disposal system will be a "zero" discharge lagoon system.

We will submit plans for your approval as soon as they are available.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc F. B. Klaboe
H. S. Coulter (enc.)
R. W. Ellison
W. E. Schwartz "
G. J. Ballard

GJB:ag ja

*Form Approved*
*OMB No. 158-R0096*

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
APPLICATION FOR PERMIT TO DISCHARGE - SHORT FORM A

To be filed only by municipal wastewater dischargers

| FOR AGENCY USE | APPLICATION NUMBER | | |
|---|---|---|---|
| | | | |
| | DATE RECEIVED | | |
| | YEAR | MO. | DAY |

Do not attempt to complete this form before reading the accompanying instructions

Please print or type

1. Name of organization responsible for facility Oregon Highway Division, Dept. of Transportation
2. Address, location, and telephone number of facility producing discharge:
   - A. Name Boardman Safety Rest Area
   - B. Mailing address:
     - 1. Street address Highway Bldg. (Rm. 329 - Bridge Engr.)
     - 2. City Salem 3. County Marion
     - 4. State OR 5. ZIP 97310
   - C. Location:
     - 1. Street I-80N
     - 2. City Boardman 3. County Morrow
     - 4. State OR
   - D. Telephone No. 503 (Area Code) 378-6551

If all your waste is discharged into a publicly owned waste treatment facility and to the best of your knowledge you are not required to obtain a discharge permit, proceed to item 3. Otherwise proceed directly to item 4.

3. If you meet the condition stated above, check here ☐ and supply the information asked for below. After completing these items, please complete the date, title, and signature blocks below and return this form to the proper reviewing office without completing the remainder of the form.
   - A. Name of organization responsible for receiving waste
   - B. Facility receiving waste:
     - 1. Name
     - 2. Street address
     - 3. City 4. County
     - 5. State 6. ZIP
4. Type of treatment:
   A. ☐ None B. ☒ Primary C. ☐ Intermediate D. ☐ Secondary E. ☐ Advanced
5. Design flow (average daily) of facility .01 mgd.
6. Percent BOD removal (actual):
   A. ☒ 0-29.9 B. ☐ 30-64.9 C. ☐ 65-84.9 D. ☐ 85-94.9 E. ☐ 95 or more
7. Population served:
   A. ☐ 1-199 B. ☐ 200-499 C. ☐ 500-999 D. ☐ 1,000-4,999
   E. ☐ 5,000-9,999 F. ☐ 10,000 or more - None
8. Number of separate discharge points:
   A. ☒ 1 B. ☐ 2 C. ☐ 3 D. ☐ 4 E. ☐ 5 F. ☐ 6 or more

9. Description of waste water discharged to surface waters only (check as applicable).

| Discharge per operating day | Flow, MGD (million gallons per operating day) | | | | | | | Volume treated before discharging (percent) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0-0.0099 (1) | 0.01-0.049 (2) | 0.05-0.099 (3) | 0.1-0.49 (4) | 0.5-0.99 (5) | 1.0-4.9 (6) | 5 or more (7) | None (8) | 0.1-34.9 (9) | 35-64.9 (10) | 65-94.9 (11) | 95-100 (12) |
| A. Average | X | | | | | | | | | | | X |
| B. Maximum | | X | | | | | | | | | | X |

10. If any waste water, treated or untreated, is discharged to places other than surface waters, check below as applicable.

| Waste water is discharged to | Flow, MGD (million gallons per operating day) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 0-0.0099 (1) | 0.01-0.049 (2) | 0.05-0.099 (3) | 0.1-0.49 (4) | 0.5-0.99 (5) | 1.0-4.9 (6) | 5 or more (7) |
| A. Deep well | | | | | | | |
| B. Evaporation lagoon | | | | | | | |
| C. Subsurface percolation system | | | | | | | |
| D. Other, specify: Irrigation Ditch | X | | | | | | |

11. Is any sludge ultimately returned to a waterway?

A. ☐ yes B. ☒ no

12. a. Do you receive industrial waste?

1. ☐ yes 2. ☒ no

b. If yes, enter approximate number of industrial dischargers into system ____________

13. Type of collection sewer system:

A. ☒ Separate sanitary

B. ☐ Combined sanitary and storm

C. ☐ Both separate and combined sewer systems

14. Name of receiving water or waters Columbia R.-McNary Dam Pool

15. Does your discharge contain or is it possible for your discharge to contain one or more of the following substances: ammonia, cyanide, aluminum, beryllium, cadmium, chromium, copper, lead, mercury, nickel, selenium, zinc, phenols.

A. ☐ yes B. ☒ no

I certify that I am familiar with the information contained in the application and that to the best of my knowledge and belief such information is true, complete, and accurate.

E. S. Hunter
Printed Name of Person Signing

Deputy State Highway Engineer
Title

9-22-75
Date Application Signed

E S Hunter
Signature of Applicant

*18 U.S.C. Section 1001 provides that:*
*Whoever, in any matter within the jurisdiction of any department or agency of the United States knowingly and wilfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious, or fraudulent statements or representations; or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years, or both.*

# ERRATA SHEET
## NPDES Short Forms A, C, and D

(The changed or added content is underlined; deleted content is crossed out)

### Short Form A

Instructions, Item 10, last sentence should read:

> "If a box on line D is checked . . ."

### Short Form C

Instructions, Item 1, 2nd sentence should read:

> "If the mailing address is different from the location, supply the location address in Item 1.C. In 1.D., give the telephone number of the person who can provide information regarding this application."

Item 11. should read:

> "If any of the three types of waste identified in Item 10, lines A,B,C, . . ."

### Short Form D

Instructions, Item 1:

> Delete last sentence.

Instructions, Item 6, 1st sentence should read:

> "This item applies to wastes discharged . . ."

Item 7. should read:

> "If any of the types of waste identified in Item 6, lines A, B, C.

## GENERAL INSTRUCTIONS

## NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM APPLICATION FOR PERMIT TO DISCHARGE (SHORT FORM)

The Federal Water Pollution Control Act, as amended by Public Law 92-500 enacted October 18, 1972, prohibits any person from discharging pollutants into a waterway from a point source (see definitions below), unless his discharge is authorized by a permit issued either by the U.S. Environmental Protection Agency or by an approved State Agency. (See "Procedures for Filing".)

### REQUIREMENTS

If you have a discharge or discharges, such as that described in the first paragraph of these instructions, you must complete one of the following forms to apply for a discharge permit. The forms differ by types of discharges as indicated below:

Short Form A - Municipal Wastewater Dischargers
Short Form B - Agriculture
Short Form C - Manufacturing Establishments and Mining
Short Form D - Services, Wholesale and Retail Trade, and All Other Commercial Establishments, Including Vessels, Not Engaged in Manufacturing or Agriculture

If your business or activity involves production of both raw products and ready-for-market products you may be required to complete two of the above forms. For example, if you produce a raw product such as milk and, on the same site, process the raw milk into cheese, you must complete Form B - Agriculture, and Form C - Manufacturing and Mining.

If the discharge is from a Federal Facility's treatment plant receiving more than 50% domestic waste (based on the dry weather flow rate) complete Form A.

If the discharge is from a sewage treatment process which is not from a municipal, agricultural, or industrial facility (e.g., housing subdivision, school) complete and submit Form D.

### EXCLUSIONS

You are not required to obtain a permit for the following types of waste discharges:

(1) Sewage discharged from vessels (e.g., ships); or

(2) "Water, gas, and other materials injected into a well to facilitate production of oil or gas, or water derived in association with oil or gas production and disposed of in a well" where authorized by the State in which the well is located; or

(3) Dredged or fill material; or

(4) Discharges from properly functioning marine engines; or

(5) Those discharges conveyed directly to a publicly or privately owned waste treatment facility (however, discharges originating from publicly or privately owned waste treatment facilities are not excluded) ; or

Note: Municipal and manufacturing dischargers that believe they are exempt due to Item 5, are requested to complete certain items and return the form (see "Procedures for Filing").

**(6) Most discharges from separate storm sewers. Discharges from storm sewers which receive industrial, municipal, and/or agricultural wastes or which are considered by EPA or a State to be significant contributors to pollution are not excluded.**

### PROCEDURES FOR FILING

Copies of all forms are available at State water pollution control agencies and at all Environmental Protection Agency Regional Offices (see attached table).

Data submitted on these forms are to be used as a basis for issuing discharge permits. Depending on the adequacy and nature of the data submitted, you may be called upon for additional information before a permit is granted.

If you have any questions as to whether or not you need a permit under this program contact your State water pollution control agency or the nearest Regional Office of the U.S. Environmental Protection Agency. A list of EPA Regional Offices is in the attached table.

Complete the appropriate form(s) for your operation, being sure that each item is considered and the required data submitted. Check the items which most nearly apply to you and your operation. If an item does not apply, please enter in the appropriate place "Not Applicable" or "NA" to show that the item was given consideration. Most of the items on the form require the checking of one or more of several possible answers.

If the application is to be sent to the Environmental Protection Agency, there is an application fee of $10. This fee, in the form of a check or money order made payable to the Environmental Protection Agency, should be mailed with the original of the application form to the EPA Regional Office having jurisdiction over the State in which the discharge is located.

If the State in which the discharge is located has a Federally-approved permit program, the application should instead be sent to the State agency administering the program; you will be informed as to the amount of the application fee, if any, and the address to which the application and fee should be sent.

Agencies and instrumentalities of Federal, State or local governments will not be required to pay an application fee.

Applications pertaining to "existing" discharges, i.e., those which were in operation on or before October 18, 1972, must be filed with the EPA Regional Office or approved State agency by April 16, 1973. The exception is that anyone who applied to the Corps of Engineers for a discharge permit under the Refuse Act of 1899 need not reapply for a permit for the same discharge, unless it is substantially changed in nature, volume or frequency; application must also be made for any other discharges not covered by the Refuse Act.

Applications for "new" discharges beginning between October 18, 1972, and on or before July 15, 1973, must apply at least 60 days before the date the discharge is due to begin, unless a delay is granted by the approved State agency or by EPA.

**Applications for "new" discharges beginning on or after July 16, 1973, must apply at least 180 days before the date the discharge is due to begin, unless a delay is granted by the approved State agency or by EPA.**

### SIGNATURE ON APPLICATION

The person who signs the application form will often be the applicant himself; when another person signs on behalf of the applicant, his title or relationship to the applicant should be shown in the space provided. In all cases, the person signing the form should be authorized to do so by the applicant. An application submitted by a corporation must be signed by a principal executive officer of at least the level of vice president or his duly authorized representative, if such representative is responsible for the overall operation of the facility from which the discharge(s) described in the form originate. In the case of a partnership or a sole proprietorship, the application must be signed by a general partner or the proprietor, respectively. In the case of a municipal, State, Federal or other public facility, the application must be signed by either a principal executive officer, ranking elected official or other duly authorized employee.

### USE OF INFORMATION

All information contained in this application will, upon request, be made available to the public for inspection and copying. A separate sheet entitled "Confidential Answers" must be used to set out information which is considered by the applicant to constitute trade secrets. The information must clearly indicate the item number to which it applies. Confidential treatment can be considered only for that information for which a specific written request of confidentiality has been made on the attached sheet. However, in no event will identification of the contents, volume, and frequency of a discharge be recognized as confidential or privileged information, except in certain cases involving the national security.

### DEFINITIONS

1. A "person" is an individual, partnership, corporation, association, State, municipality, commission, other political subdivision of a State, and any interstate body.

2. A "pollutant" includes solid waste, incinerator residue, sewage, garbage, sewage sludge, munitions, chemical wastes, biological materials, radioactive materials, heat, wrecked or discarded equipment, rock, sand, cellar dirt, and industrial, municipal and agricultural waste discharged into water.

3. A "point source" is any discernible, confined and discrete conveyance including but not limited to a pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft from which pollutants are or may be discharged.

4. A "discharge of pollutant" or a "discharge of pollutants" means any addition of any pollutant to the waters of the United States from any point source; any addition of any pollutant to the waters of the contiguous zone or the ocean from any point source other than a vessel or other floating craft.

5. A "discharge" when used without qualification includes a "discharge of pollutant" and a "discharge of pollutants." (See above.)

6. The term "municipality" means a city, town, borough, county, parish, district, association, or other public body created by or pursuant to State law and having jurisdiction over disposal of sewage, industrial wastes, or other wastes, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved areawide waste treatment management agency.

(Over)

## SHORT FORM A - SPECIFIC INSTRUCTIONS

## MUNICIPAL WASTEWATER DISCHARGERS

Item 1. This is the name of the organization responsible for the facility named in item 2.

Item 2. When a community is served by more than one municipal waste treatment facility, a separate form must be completed for each facility which is required to obtain a discharge permit (see General Instructions).

Item 3. Complete this item only if all of your waste is discharged to another municipal treatment facility.

Item 4. Check the box indicating the type of treatment provided for the waste water prior to discharge.

"None"-No treatment or minor treatment less than sedimentation (with or without chlorination).

"Primary"-Sedimentation alone or combined with chlorination.

"Intermediate"-Sedimentation plus conventional chemical coagulation processes with or without chlorination.

"Secondary"-Sedimentation plus conventional biological processes (e.g., trickling filter or activated sludge), with or without chlorination or an equivalent physical/chemical process.

"Advanced"-(Tertiary treatment)-Secondary treatment plus an added conventional secondary treatment process which will remove additional BOD (biological oxygen demand), solids, and/or nutrients (e.g., sand filter), or an added advanced treatment process, for further removal of BOD, suspended solids and dissolved solids, and/or nutrients (e.g., coagulation-sedimentation, adsorption, reverse osmosis and electrodialysis).

Item 5. Provide average daily flow rate in million gallons per day for which facility was designed to accommodate.

Item 6. Check the percentage of average annual BOD (5-day, 20°C) actually removed from the wastewater prior to its discharge.

Item 7. Check approximate total population served by this facility including any other communities or installations which may be discharging to this facility.

Item 8. A separate discharge point is defined as a discernible, confined conveyance; such as a pipe, ditch, conduit, container, vessel, or other floating craft, which empties to a body of water. This includes sewer overflow and bypass points.

Item 9. For any waste water discharged to surface waters only (e.g., a lake, stream, creek, ocean, etc.), check the appropriate box (1-7) to show the average (annual) flow per operating day (line A) and the maximum flow observed in any one day during the last year when the discharge was occurring (line B). Also, on line A, check one of the boxes numbered 8-12, to indicate the percentage of daily average flow which is treated, before discharging.

Item 10. Check the appropriate box(es) to indicate daily average flow of waste, if any, to places other than surface waters. If a box on line C is checked write in the place of discharge in the space provided.

Item 11. Indicate whether any sewage sludge (treated or untreated) is returned to a waterway.

Item 12. If any process and/or cooling water waste from industrial sources are present in the incoming flow, check the "yes" box and enter number of industries connected to the collection system.

Item 13. Check the appropriate box to indicate the type of sewer system according to the following definitions: "Separate"-Sanitary sewers are separate from surface storm drainage. "Combined"-Sanitary wastes and storm drainage are carried in the same channel or pipe. "Both"-Part of the collection system is "separate" and part is "combined".

Item 14. Give the name(s) of the waterway into which all or a major portion of the waste water is discharged. Use the name of the waterway(s) as shown on published maps. If the discharge is into an unnamed tributary, give the name of the water body fed by the tributary, and identify as "Tributary to" (name of water body).

Item 15. If any of the listed substances are likely to enter your discharge, you should check the box marked yes. However, if any of the listed substances are present in your discharge at trace levels (such as normally found in drinking water), you may check the box marked no.

| | | | |
|---|---|---|---|
| I. Regional Administrator, Region I, Environmental Protection Agency, John F. Kennedy Federal Bldg., Room 2303, Boston, Mass.02203. ATTENTION: Permits Branch. (617)-223-7210 | Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont. | II. Regional Administrator, Region II, Environmental Protection Agency, 26 Federal Plaza, Room 908 New York, NY 10007. ATTENTION: Permits Branch. (212)-264-9895 | New Jersey, New York, Virgin Islands, Puerto Rico. |
| III. Regional Administrator, Region III, Environmental Protection Agency, Curtis Bldg., 6th and Walnut Sts., Philadelphia, PA. 19106. ATTENTION: Permits Branch (215)-597-9966 | Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia | IV. Regional Administrator Region IV, Environmental Protection Agency, 1421 Peachtree St. NE., Atlanta, GA 30309. ATTENTION: Permits Branch. (404)-526-3971 | Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee. |
| V. Regional Administrator Region V, Environmental Protection Agency, 1 North Wacker Dr., Chicago, IL 60606. ATTENTION: Permits Branch. (312)-353-1476 | Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin. | VI. Regional Administrator Region VI, Environmental Protection Agency, 1600 Patterson St., Suite 1100, Dallas, TX 75201. ATTENTION: Permits Branch. (214)-749-1983 | Arkansas, Louisiana, New Mexico, Oklahoma, Texas. |
| VII. Regional Administrator Region VII, Environmental Protection Agency, 1735 Baltimore Ave., Kansas City, MO 64108. ATTENTION: Permits Branch. (816)-374-5955 | Iowa, Kansas, Missouri, Nebraska | VIII. Regional Administrator Region VIII, Environmental Protection Agency, 1860 Lincoln St., Suite 900, Denver, CO 80203. ATTENTION: Permits Branch. (303)-837-4901 | Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming. |
| IX. Regional Administrator Region IX, Environmental Protection Agency, 100 California St., San Francisco, CA 94111. ATTENTION: Permits Branch. (415)-556-3450 | Arizona, California Hawaii, Nevada, Guam, American Samoa. | X. Regional Administrator Region X, Environmental Protection Agency, 1200 6th Ave., Seattle, WA 98101. ATTENTION: Permits Branch. (206)-442-1213 | Alaska, Idaho, Oregon, Washington. |

30N

FORM E 30 X 12 67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1975

SUBJECT: Boardman Safety Rest Area
Old Oregon Trail Highway
Morrow County

To: Mr. W.E. Schwartz
Region 5 Engineer
LaGrande, Oregon

Final Design requires additional information to complete plans for subject rest area expansion.

Please stake the "E" and "F" lines (revision of "as constructed" "A" and "B") and the "as constructed" "D" and "C" lines and obtain profile data. Cross sections will be required across the areas shaded in red on the attached sketch for the expansion as well as the existing parking area. Ditch, curb and gutter elevations are important since overlay of the existing parking areas may be required.

Substantial discrepancy exists between "as constructed" plans for the location of buildings, service lines and drainage structures. Ties to these will be required to complete the reconstruction plan.

The project is scheduled for October. If we are to meet this letting date, data must be obtained and forwarded immediately.

Victor D. Wolfe
Location Engineer

_____ Versteeg
_____ A. Olson
✓ Terpin 4 ...
_____ Scott
_____ Swenson
_____ R. Olson
_____ Trout

RECEIVED
JUL 30 1975
ROAD
DESIGN
SECTION

... Reply
... Approval
... Keep
Do not File
Return to
Bring Up
Other

GCW:jp
Attach
cc Frank Terpin ✓

REFERRED TO

_____ Beard _____ Reed
✓ Cole WEC _____ Semple
_____ Eriksen _____ Watson
_____ Hager _____ Wolfe

[✓ Return] Discuss De [✓ File Copy] . Due ___
BY FINAL DESIGN ENGINEER

U. S. DEPARTMENT OF TRANSPORTA N FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: 1-80N-5(42)147

STATE PROJECT NO.: BOARDMAN SAFETY REST AREA

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-724

COUNTY NAME: MORROW

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: JANUARY 10, 1975

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80N

STATE ROUTE NUMBER: COLUMBIA RIVER HIGHWAY - PRIMARY ROUTE 2

GENERAL LOCATION: 3 MILES WEST OF BOARDMAN, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☒ OTHER (*Specify*) LOCATION/DESIGN APPROVAL

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S DECEMBER 16, 1974 LETTER AND BASED ON THE DATA FURNISHED THEREIN, WE HEREBY GRANT LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT.

RECEIVED
JAN 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-16-75
L.W. Rulien

RECEIVED
STATE HWY ENG.
JAN 14 '75
REFER TO Hunter
FOR
Info
Inves
R/D
D/R
Sign
Act

DATE: 1-10-75

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

FORM [illegible] EXISTING STOCKS OF FORM PH-1240 (REV. 6-68) WILL BE USED

82

J. B. Boyd
Right of Way Engineer

November 15, 1974

C. W. Head
Commission Services

File 47800

MISC. CONTRACTS and
AGREEMENTS No. 51[illegible]

Attached for further handling are two copies of a letter permit with Bonneville Power Administration for an encroachment on their right of way by the Boardman Safety Rest Area on the Columbia River Highway in Morrow County.

We have retained a copy for the Transportation Commission's files.

fkn
Att.

TRANSACTION NUMBER 7-31

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-19-74

BY (Signature): L. F. YOUNG'S JULY 25, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 756 THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION | WORK |
|---|---|---|---|---|---|---|
| 756 | I-80-5(43)159 | 0.0 | 3,500 | 3,200 | BOARDMAN REST AREA EXPANSION. MORROW COUNTY - STATE OF OREGON. | RIGHT OF WAY |

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTAL COSTS.

ORIGINAL TO
Rulin
7-24-74

| RECOMMENDED: DATE | RECOMMENDED: SIGNATURE AND TITLE | APPROVED: DATE | APPROVED: SIGNATURE AND TITLE |
|---|---|---|---|
| | | 7-19-74 | G. L. [illegible], DIVISION ENGINEER |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

PR-48
(Rev. 8-71)

GPO 915-630

7-19-74

7-12-74

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

July 25, 1973
Revised July 12, 1974

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (18) (20)<br>1 | PROJECT LOCATION (45 typewriter spaces) 21 65<br>I-80N 3.2 Mi. W. of Boardman Interchange | ADT | PRESENT<br>5,200 | FUTURE (66) (70)<br>9,500 | YEAR (71) (72)<br>93 | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>Right-of-Way Acquisition | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER | PREFIX LETTER(S) 14 23<br>I- | NUMBER 7<br>80-5(43) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Interstate<br>NAME OF URBAN AREA 17-31<br>— | COUNTY NAME<br>Morrow | | | | | CODE (14) (16)<br>049 | | |
| | | ROUTE NO.<br>I | FEDERAL-AID<br>I-80N | (32) | STATE<br>2 | (36) (37) | U.S.<br>I-80N | (41) | |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | I-80N 3.2 Mi. W. of Boardman Interchange<br>(Boardman Rest Area Expansion) | | | | | |
| 5 | | | | | **ROW** | | | 0.0 | 3,500 | 3,200 | 300 | |
| 5 | | | | | **CONST** (CODE) | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.0 | (16) (23)<br>3,500 | (24) (33)<br>3,200 | 300 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS | |

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Additional Data: Items 403 a
I-80N-5(15)159 and I-80N-5(42

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 25, 1973
Revised July 12, 1974

| ION (45 typewriter spaces) | ADT | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| .2 Mi. W. of Boardman Interchange |  | 5,200 | 9,500 | 93 | 10 | Oregon | 35 | 042 | 756 |

| typewriter | NATL. FOREST | FH ROUTE NO. | SUPV AGCY. | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | PROJECT NUMBER NUMBER | SEQ. NO. | I. Projects Only POST MI. | I. Projects Only DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  | I- | 80-5(43) |  | 159 | N |

| | COUNTY NAME | CODE | PROGRAM STAGE |
|---|---|---|---|
| Interstate | Morrow | 049 | ☐ 1 OR ☒ XX 2 |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| I | I-80N | 2 | I-80N |

ESTIMATED PROJECT COST BY PHASES

| STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|
|  | I-80N 3.2 Mi. W. of Boardman Interchange<br>(Boardman Rest Area Expansion) | 0.0 | 3,500 | 3,200 | 300 |  | Right-of-way acquisition including incid. work.<br>(Future rest area expansion including parking, sanitary facilities, water, etc.)<br>ROW-300' normal; Access Control-full; Park. Restrictions-complete. |
| | PROJECT TOTALS | 0.0 | 3,500 | 3,200 | 300 |  |  |

ATES

REMARKS

Additional Data: Items 403 and 724, Project I-80N-5(15)159 and I-80N-5(42)147.

(-OVER-)

## BOARDMAN SAFETY REST AREA

## PROJECT NO. I-80N-5(43)159

Remarks continued.

Project Data: Right-of-way acquisition, all phases including incidental work, required for the future expansion and improvement of the existing rest area facilities to provide increased parking for 35 cars and 12 trucks in the west bound rest area and 37 car and 12 trucks in the east bound rest area, expand existing rest room facilities, construct sewage lagoons, sanitary dumping station, landscaping and revisions to existing water facilities to accommodate anticipated increase in traffic and usage by the motoring public.

Requirements of PPM 90-1: Environmental Impact Statement is being submitted under separate action.

A-95 Review: State Clearinghouse and District 12 Clearinghouse approval by letters of June 23, 1971 and June 9, 1971, respectively.

Public Hearings: The public hearing requirements of PPM 20-8 are being fulfilled by personal contact with the owner of the one property involved.

Location/Design Approval: The expansion of the rest area was included in the 1972 104b(5) estimate and the location is established by the existing facility constructed under Project No. I-80N-5(15)159. It is assumed this expansion is merely an incidental part of the original design approval which was granted at the time the rest area was constructed under Project I-80N-5(15)159. Mr. Simpson's (FHWA Division Engineer) letter of Nov. 18, 1969, Subject: "Expansion of Interstate Safety Rest Areas", further substantiates this assumption.

Data for PR-37: on R/W - 1; R/W-F; Acres - 7.2; Sanitary Facilities Y022

Relocation Payments: None involved.

July 25, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Interstate Program Data Submission

We are forwarding program data for one Interstate Right-of-Way Project, Item No. 756, Project No. I-80N-5(43)159, which we desire to have included in the Federal-aid Interstate Highway Program.

We request concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition, including incidental costs. The right-of-way required is as outlined in red on the enclosed copy of a portion of right-of-way map 7B-2-12.

Project assurances, regarding relocation assistance in accordance with IM 80-1-71, are not required for this project as there are no displaced persons.

The expansion of this rest area was included in the 1972 104b(5) Interstate Cost Estimate and the location is established by the existing rest area which was constructed under Project No. I-80N-5(15)159. It is assumed this expansion is merely an incidental part of the original design approval which was granted at the time the rest area was constructed under Project No. I-80N-5(15)159. Mr. Simpson's (FHWA Division Engineer) letter of November 18, 1969, Subject: "Expansion of Interstate Safety Rest Areas", further substantiates this assumption.

The right-of-way required for expansion of the rest area involves two properties: one in private ownership and one U.S.A. (Corps of Engineers), therefore, we propose to satisfy the public hearing requirements of PPM 20-8 by contact with the affected property owners regarding the proposed expansion and documenting the files as to the comments received.

Enclosed is a copy of State and District Clearinghouse approval letters of June 23, 1971 and June 9, 1971, respectively.

The Environmental Statement, in accordance with PPM 90-1, is being submitted under separate action.

CL:bb
Enc.

Budget Bureau No. 41-R2067; Ap
U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

7-25-73

## FEDERAL - AID PROGRAM DATA

(PPM 21-1)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>I-80N 3.2 Mi. W. of Boardman Interchange<br>21 68 | **ADT** | PRESENT<br>5,200 | FUTURE<br>9,500<br>(66) (70) | YEAR<br>93<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Right-of-Way Acquisition<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO. | SUPV AGCY | UA CLASSIF. | UA AREA | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER | PREFIX LETTER(S)<br>I-<br>14 23 | NUMBER<br>80-5(43)<br>7 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Interstate | | COUNTY NAME<br>Morrow | | | CODE<br>049<br>(14) |
| | NAME OF URBAN AREA<br>17-31 | ROUTE NO. I | FEDERAL-AID<br>I-80N | (32) | STATE<br>2<br>(36) (37) | U.S.<br>I-80N<br>(41) |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (50) (66) | (67) (76) | | |
| 5 | | | | | **PE** | | I-80N 3.2 Mi. W. of Boardman Interchange<br>(Boardman Rest Area Expansion) | | | | | |
| 5 | | | | | **ROW** | | | 0.0 | 3,500 | 3,200 | 300 | |
| 5 | | | | | **CONST** (CODE) | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.0 | 3,500<br>(16) (23) | 3,200<br>(24) (33) | 300 | |
| 1 | 14 | PROGRAM APPROVAL DATES | | | | | REMARKS | |

Additional Data: Items 403 and 724
I-80N-5(15)159 and I-80N-5(42)147.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

7-25-73

## FEDERAL - AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

| LOCATION (45 typewriter spaces) | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| N 3.2 Mi. W. of Boardman Interchange 65 | ADT | 5,200 | 9,500 (66) (70) | 93 (71) (72) | 10 | Oregon | 35 (2) (3) | 042 (4) (8) | 756 (14) (18) |

| K (35 typewriter | NATL. FOREST | FA ROUTE NO. | [illegible] | FA CLASSIF. | FA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ition 62 | (63) (65) | | | | | (72) (73) | (74) (75) | I- 14 22 | 80-5(43) 7 | 13 | 159 (24) (26) | N 27 |

Interstate

| COUNTY NAME | CODE |
|---|---|
| Morrow | 049 (14) (16) |

| ROUTE NO. | FEDERAL-AID | STATE | U.S. |
|---|---|---|---|
| I | I-80N (32) | 2 (36) | (37) I-80N (41) |

PROGRAM STAGE ☐ 1 OR ☒ 2

| RK TYPE 46 | STEP 53 | TERMINI (Full description) | MILES (54) (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|---|---|
| | | I-80N 3.2 Mi. W. of Boardman Interchange<br>(Boardman Rest Area Expansion) | | | | | | Right-of-way acquisition including incid. work. |
| W | | | 0.0 | 3,500 | 3,200 | 300 | | (Future rest area expansion including parking, sanitary facilities, water, etc.) |
| NST | | | | | | | | ROW-300' normal; Access Control-full; Park. Restrictions-complete. |
| | | PROJECT TOTALS | 0.0 | 3,500 (16) (23) | 3,200 (24) (33) | 300 | | |

AL DATES

REMARKS

Additional Data: Items 403 and 724, Project I-80N-5(15)159 and I-80N-5(42)147.

-OVER-

USCOMM DUSCOMM-DC 48808-P61

# BOARDMAN SAFETY REST AREA

## PROJECT NO. I-80N-5(43)159

Remarks - continued

Project Data: Right-of-way acquisition, all phases including incidental work, required for the future expansion and improvement of the existing rest area facilities to provide increased parking for 25 cars and 12 trucks, additional type 8 toilet buildings complete with sanitary and water facilities in both the eastbound and westbound rest areas to accommodate anticipated increase in traffic and usage by the motoring public.

Requirements of PPM 90-1: Environmental Impact Statement is being submitted under separate action.

A-95 Review: State Clearinghouse and District 12 Clearinghouse approval by letters of June 23, 1971 and June 9, 1971, respectively.

Public Hearings: The public hearing requirements of PPM 20-8 are being fulfilled by personal contact with the owners of the two (2) properties involved.

Location/Design Approval: The expansion of the rest area was included in the 1972 104b(5) estimate and the location is established by the existing facility constructed under Project No. I-80N-5(15)159. It is assumed this expansion is merely an incidental part of the original design approval which was granted at the time the rest area was constructed under Project I-80N-5(15)159. Mr. Simpson's (FHWA Division Engineer) letter of Nov. 18, 1969, Subject: "Expansion of Interstate Safety Rest Areas", further substantiates this assumption.

Data for PR-37: on R/W - 1; R/W-F; Acres - 19.2; Sanitary Facilities Y022

Relocation Payments: None involved.

8 [illegible]

15

July 25, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young, Office Engineer

SUBJECT Federal-aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate Project:

| Item No. | Project No. | Section Name & PHRS No. |
|---|---|---|
| 756 | I-80N-5(43)159 | Boardman Rest Area Expansion<br>71.0248 |

RNC:bb

Enc.

cc: R. H. Chase
B. L. Gifford

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Boardman Safety Rest Area
Columbia River Highway - I-80N
Morrow County

This negative declaration precedes our request for location and design approval of the subject project.

*LOCATION AND DESCRIPTION OF PROJECT* The Boardman Safety Rest Area (SRA) is located 2.6 miles west of the city of Boardman on I-80N in Morrow County. The nearest SRA's on I-80N are Memaloose State Park 87 miles to the west and the Stanfield SRA 25 miles to the east.

The proposed project consists of expansion of the existing rest area facilities and replacement of the existing substandard sewage treatment system to comply with Department of Environmental Quality (DEQ) waste water standards. Expansion and lagoon construction will be done simultaneously.

The existing sewage system, presently violating DEQ water quality standards, consists of a septic tank-chlorinator combination that empties directly into an irrigation runoff ditch. The proposed sewage treatment improvement, in order to comply with DEQ standards, must be designed so as to release no effluent into the irrigation

**A DIVISION OF THE DEPARTMENT OF TRANSPORTATION**

ditch. Two lagoons of approximately one acre each are to be constructed on 7.20 acres of right-of-way which will be acquired. Normal pool depth of each lagoon will be 3 feet contained within six-foot sides. The exterior sides are to be planted in grass. The interior materials of the lagoons will be treated to reduce permeability and minimize water loss due to percolation.

The SRA parking area will be expanded from 12 car stalls and 12 truck stalls on each side to accommodate 35 cars and 19 trucks in the westbound SRA and 37 cars and 19 trucks in the eastbound SRA. Two new picnic shelters will be constructed at each rest area, and the existing rest room facilities will be expanded. Landscaping, additional open picnic table sites, and play areas will be provided. Also to be provided at each site is a sanitary dumping station for recreational vehicles.

*PURPOSE OF PROJECT* The purpose of the project is twofold: to provide a sewage treatment facility that meets DEQ standards, and to provide SRA facilities capable of alleviating present overcrowding and providing for expected future increases in use.

*EXISTING ENVIRONMENTAL SETTING* The project area is in a semi-arid, sandy upland that slopes gently toward Lake Umatilla, approximately 1,000 feet to the north. Except for the westbound SRA and the Union Pacific Railraod, all land north of I-80N in the project area is owned by the Corps of Engineers and is part of the Umatilla National Wildlife Refuge. Property south of I-80N, except for the eastbound SRA, is in private ownership. Five farm complexes are located approximately 2,000 feet south of the eastbound SRA. Land use consists of a mixture of irrigated cropland, noncommercial pasture, and undeveloped, low-lying natural vegetation. The area proposed for lagoon construction is undeveloped open rangeland. Three sets of power lines and towers from McNary Dam parallel I-80N about 200 feet south of the eastbound lanes, but it is unlikely that they will pose difficulties in construction of the lagoons.

*ALTERNATIVES TO THE PROPOSAL* In planning for the expansion and lagoon construction, several alternatives were investigated. All but the present proposal--here discussed as the fifth alternative--would require acquisition of some Umatilla National Wildlife Refuge land for right-of-way.

The first alternative would involve expanding both rest areas to the west and constructing the lagoons 300 feet east of the existing westbound facility. This proposal would directly affect approximately 15 acres, including three acres of relatively diverse successional vegetation in the Umatilla National Wildlife Refuge west of the westbound SRA, and five acres of sparse vegetation in the wildlife refuge east of the westbound SRA.

A second alternative would call for the eastward expansion of the westbound SRA, westward expansion of the eastbound SRA, and placement of the sewage lagoons approximately 1,900 feet east of the existing westbound rest area. Five acres of refuge land would be involved in this alternative. Placement of the lagoons would be in an area of high ground water.

The third alternative calls for expansion in the same fashion as the second alternative, but the lagoons would be constructed 300 feet west of the existing westbound rest area. Again, five acres of refuge land would be in the area of high ground water, and there could be seepage from the lagoons into the upper ground water levels.

A fourth alternative would be the same SRA expansion as in the second and third alternatives, but with no lagoon construction. Sewage would be treated with a physical-chemical treatment system. Five acres of refuge land would again be involved, and the cost of a physical-chemical system could amount to twice as much for installation and three times as much for maintenance as a sewage lagoon system.

The fifth alternative (the present proposal) involves SRA expansion entirely within the existing SRA right-of-way. Lagoon placement, to the west of the eastbound right-of-way, would require purchase of 7.20 acres of private land that is presently undeveloped open rangeland. This proposal would not physically impact the wildlife refuge.

*DISCUSSION OF ENVIRONMENTAL IMPACTS* The prime impact of this project will be the elimination of the unacceptable sewage treatment system and the cessation of effluent discharge in the irrigation ditch, which discharges into Lake Umatilla.

Land to be cleared for construction of the lagoons would amount to approximately five acres of climax sagebrush west of the eastbound SRA. Southwesterly winds blow across the lagoons to the rest areas approxmately 20 percent of the time, mostly during the summer months. If the lagoons are not properly maintained, it is possible that these winds could carry odors to the rest areas.

Design of the sewage treatment lagoons must gain approval from the Department of Environmental Quality before construction may begin.

Since parking capacity is to be only slightly increased, the project should not significantly affect air quality or violate air quality standards.

The SRA is located within an area of known prehistorical occupation. It is possible that construction of the lagoons could reveal evidence of that prehistory. In the event that objects of archaeological and paleontological significance are encountered, the contractor shall act in a manner consistent with the Oregon State

Highway Commission's Standard Specifications 105.13 (Preservation of Historical Objects).

The A-95 agency review process, required for this project, has been initiated, and comments are forthcoming.

*BASIS FOR NEGATIVE DECLARATION* The proposed project is necessary to comply with DEQ water quality standards and to provide adequate SRA facilties to meet present and future demands. Adverse impacts to the local environment will be minimal, and the quality of water flowing into Lake Umatilla from the project area will, in fact, be improved to meet DEQ regulations.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the social or natural environment.

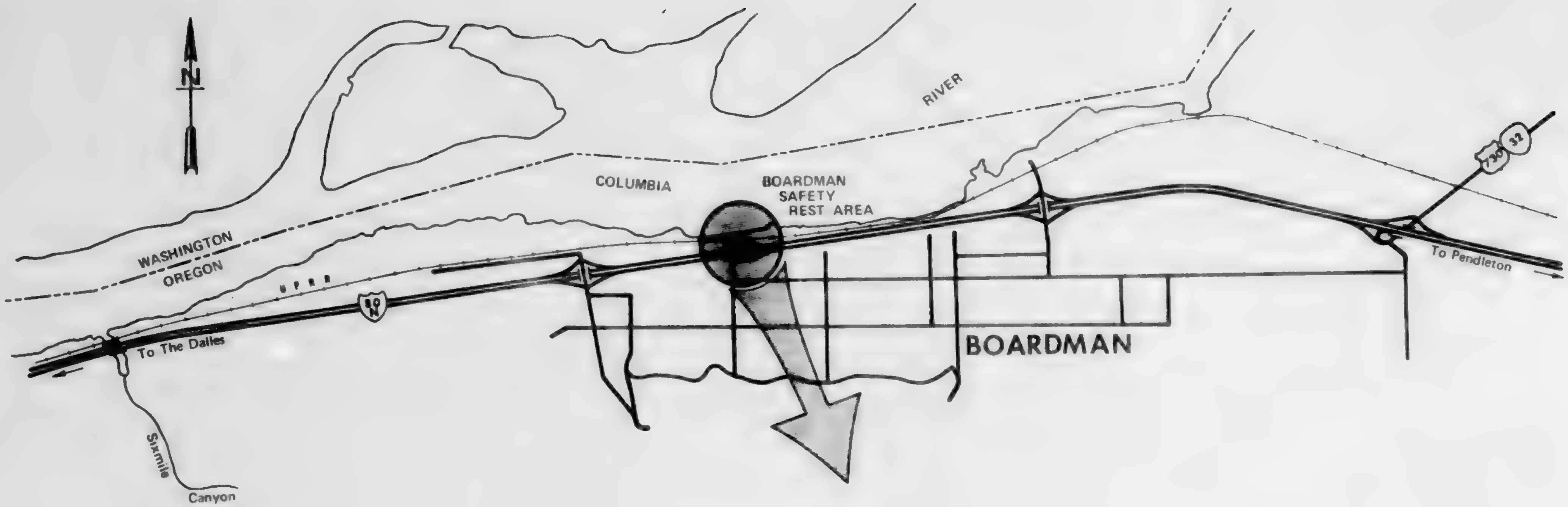
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

CONCUR ____________________ DATE 7-1-74
Division Engineer

WH:sz

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
W. E. Schwartz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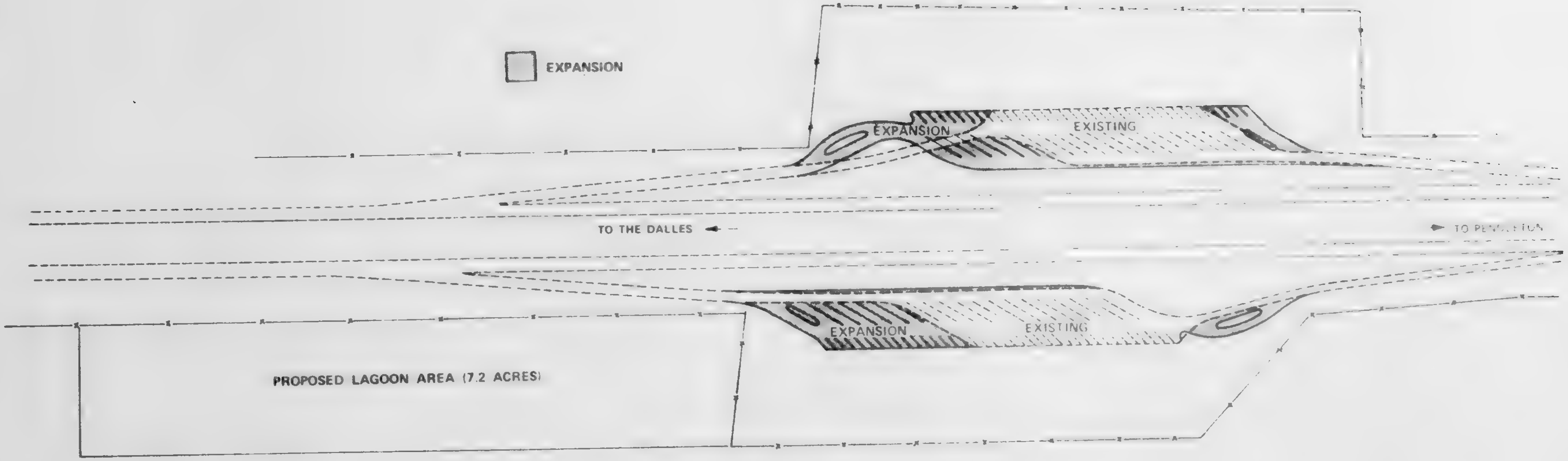
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PROPOSED LAGOON AREA (7.2 ACRES)

OREGON STATE HIGHWAY DIVISION
CORRIDOR AND DESIGN HEARING MAP

# BOARDMAN SAFETY REST AREA

COLUMBIA RIVER HIGHWAY
MORROW COUNTY

April 13, 1973

Department of Environmental Quality
1234 S. W. Morrison Street
Portland, Oregon 97205

Attention: Permit Program

Gentlemen:

Boardman Safety Rest Area
Columbia River Highway
Morrow County

In order to meet Environmental Quality Commission rules, it is our intent to construct a sewage lagoon with chlorination of overflow at this rest area.

Attached are three copies of Exhibit A, consisting of Preliminary Engineering Report and preliminary Drawing 28936, and one copy of our application for permit to modify the present waste disposal system.

We would appreciate early consideration of our application so that we may proceed with scheduling of the project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
JHW:ag jf
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
W. J. Hart
D. H. Moehring
Frank Hall
L. H. Young
D. Byard
W. E. Schwartz

Mail one (1) copy of this application plus
three (3) copies of all exhibits to:

DEPARTMENT OF ENVIRONMENTAL QUALITY
1234 S. W. Morrison Street
Portland, Oregon 97205
Attention: Permit Program

## APPLICATION TO THE DEPARTMENT OF ENVIRONMENTAL QUALITY
## FOR A PERMIT
## FOR A NEW OR MODIFIED WASTE DISPOSAL SYSTEM

### A. REFERENCE INFORMATION

Official Name of Applicant (Owner): State of Oregon
Division Identification: Highway Division
Address: State Highway Bldg.
City, State, Zip Code: Salem, OR 97310

Plant location if different from official address:
Boardman Safety Rest Area
Columbia River Highway
Morrow County

Responsible Official: F. B. Klaboe
Title: State Highway Engineer
Address or Location: State Highway Building
Phone: 378-6516

Alternate Responsible Official (or Chief Plant Operator): W. E. Schwartz
Title: Regional Engineer
Address or Location: LaGrande, Oregon
Phone: 963-3177

Name of Public Waters into which wastes will be discharged: Columbia River (John Day Pool)

### B. GENERAL DESCRIPTION

Briefly summarize the proposal for waste treatment and disposal.

To provide a lagoon for secondary treatment of septic tank effluent now being discharged into public waters after chlorination.

### C. REQUIRED EXHIBIT

As EXHIBIT A, attach three (3) copies of a Preliminary Engineering Report which fully describes the proposed project using written discussion, maps, diagrams, and any other necessary materials. Specific items contained in the report should include but not necessarily be limited to the following:

1. A complete description of the proposal.
2. The location of the project.
3. Future expansion potential and plans.
4. Schedule for development (specific).
5. Quantity and quality of each waste stream.
6. Schematic diagrams of Industrial Processes.
7. Disposal method for Sanitary and Solid wastes.
8. Alternatives for treatment and control.
9. Size and Character of the proposed receiving stream.
10. Map showing location of project and all adjacent water courses.

I HEREBY CERTIFY THAT THE INFORMATION CONTAINED IN THIS APPLICATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Signature of Owner (or legally authorized representative) Ed [illegible]
Title Asst. Highway Engr.
Date 4-10-73

7/69

Salem, Oregon
April 5, 1973

Boardman Safety Rest Area
Expansion

Mr. Victor D. Wolfe
Location Engineer

BUILDING

Expansion of the subject rest area was approved by the Federal Highway Administration in the 1972 Need Study Estimate.

The expansion will require additional property, two parcels on private land and one parcel owned by the Corps of Engineers which will be used for a sewage lagoon.

The waste system now discharges its effluent with no treatment other than disinfecting directly into the adjacent creek on the westbound area. The system does not meet D.E.Q. standards but will continue to function as designed until a new lagoon system can be constructed and put into operation.

An environmental assessment is being prepared which involves a 4(f) determination.

It is recommended that hearings be held for the three properties involved as soon as possible. Roy Olson will work with you on preparation of necessary maps, et cetera.

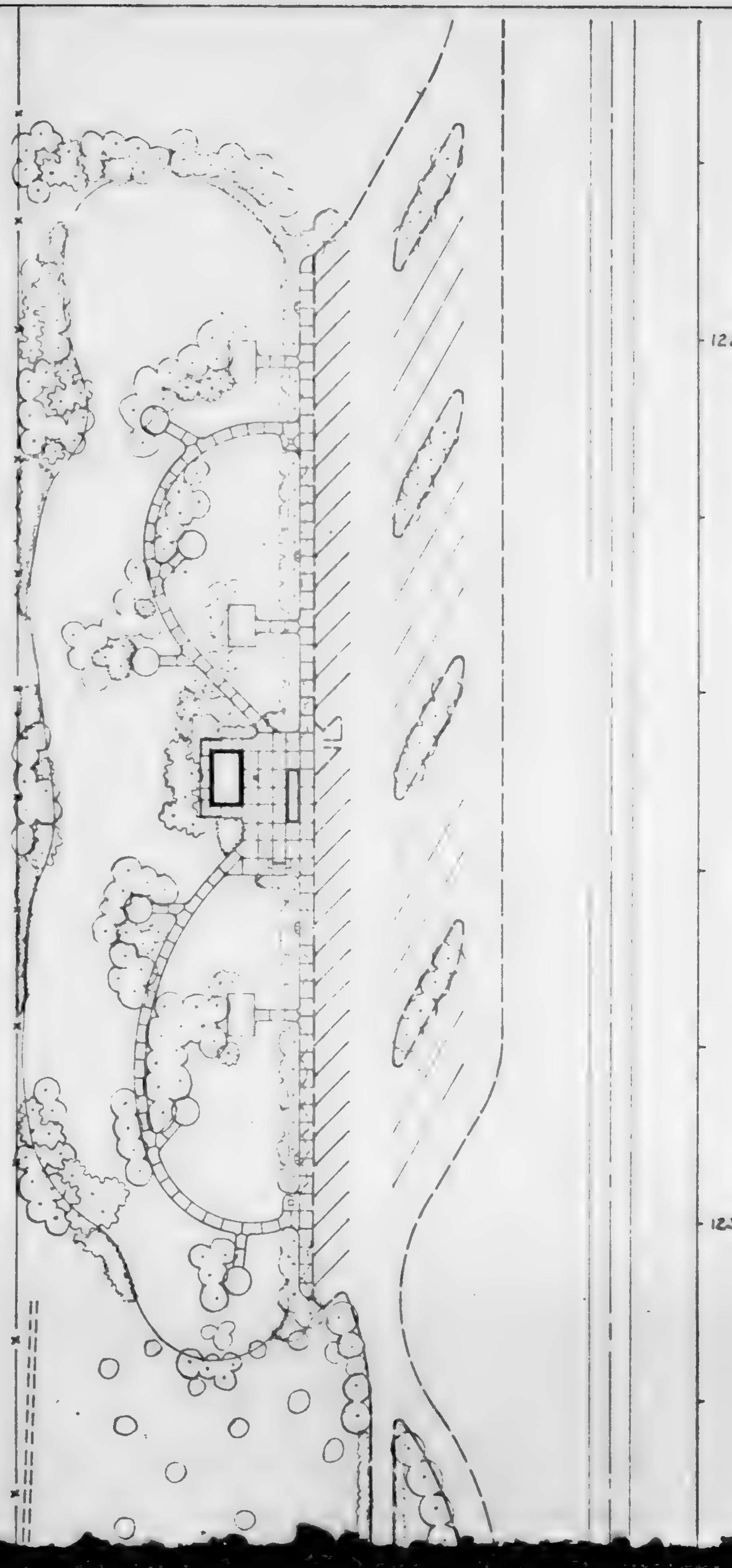
The project will be carried out in stages:

First Stage - Acquire property
Second Stage - Sewage lagoon construction
Third Stage - Expand parking and facilities

E. S. Hunter
Assistant State Highway Engineer

REO:vmt jf

cc: F. B. Klaboe
A. E. Johnson
Frank Hall
Walt Hart
L. H. Young
Don Harwell
Roy Olson



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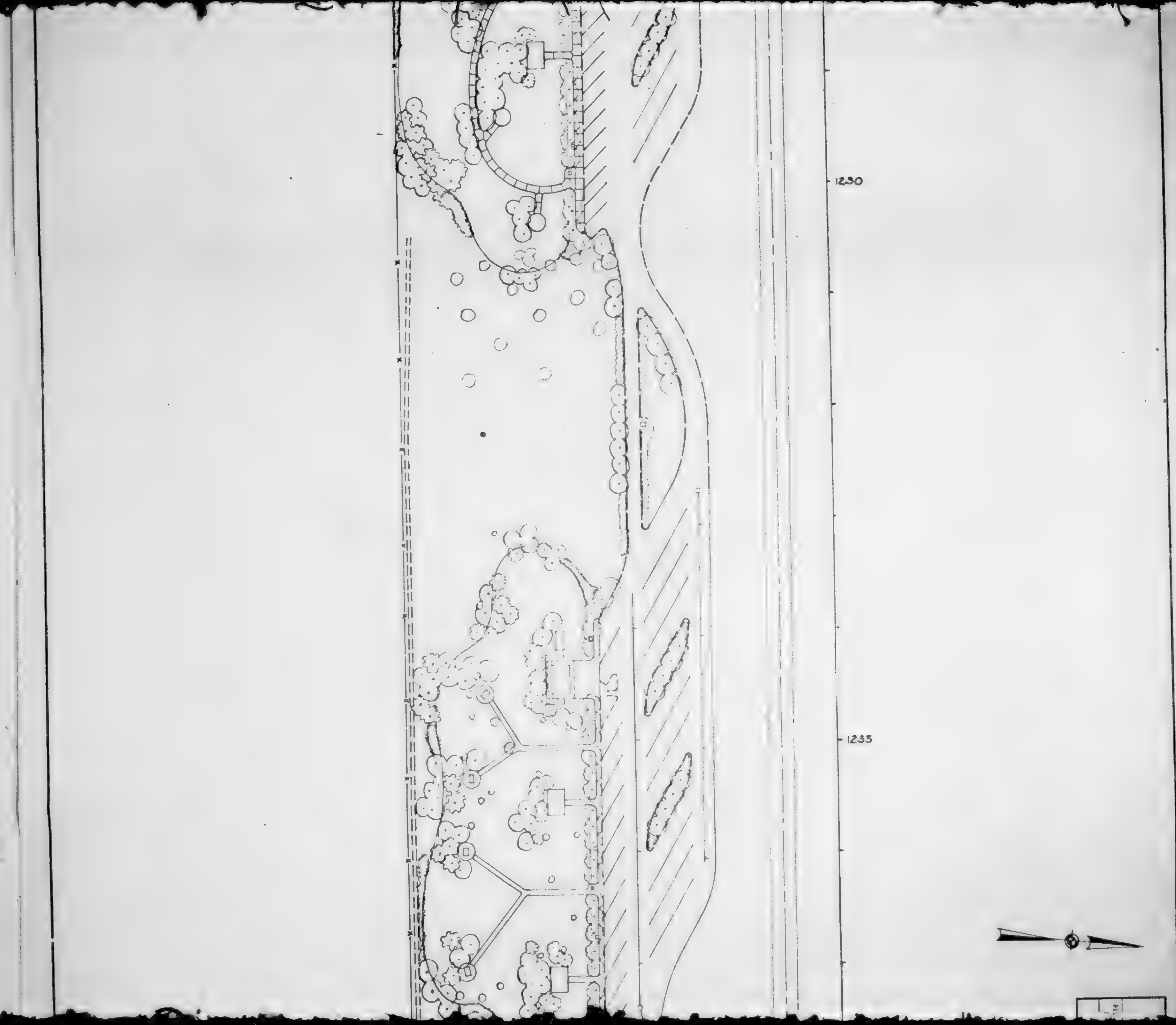
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## BOARDMAN SAFETY REST AREA

COLUMBIA RIVER HIGHWAY
MORROW COUNTY

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## GENERAL DEVELOPMENT PLAN

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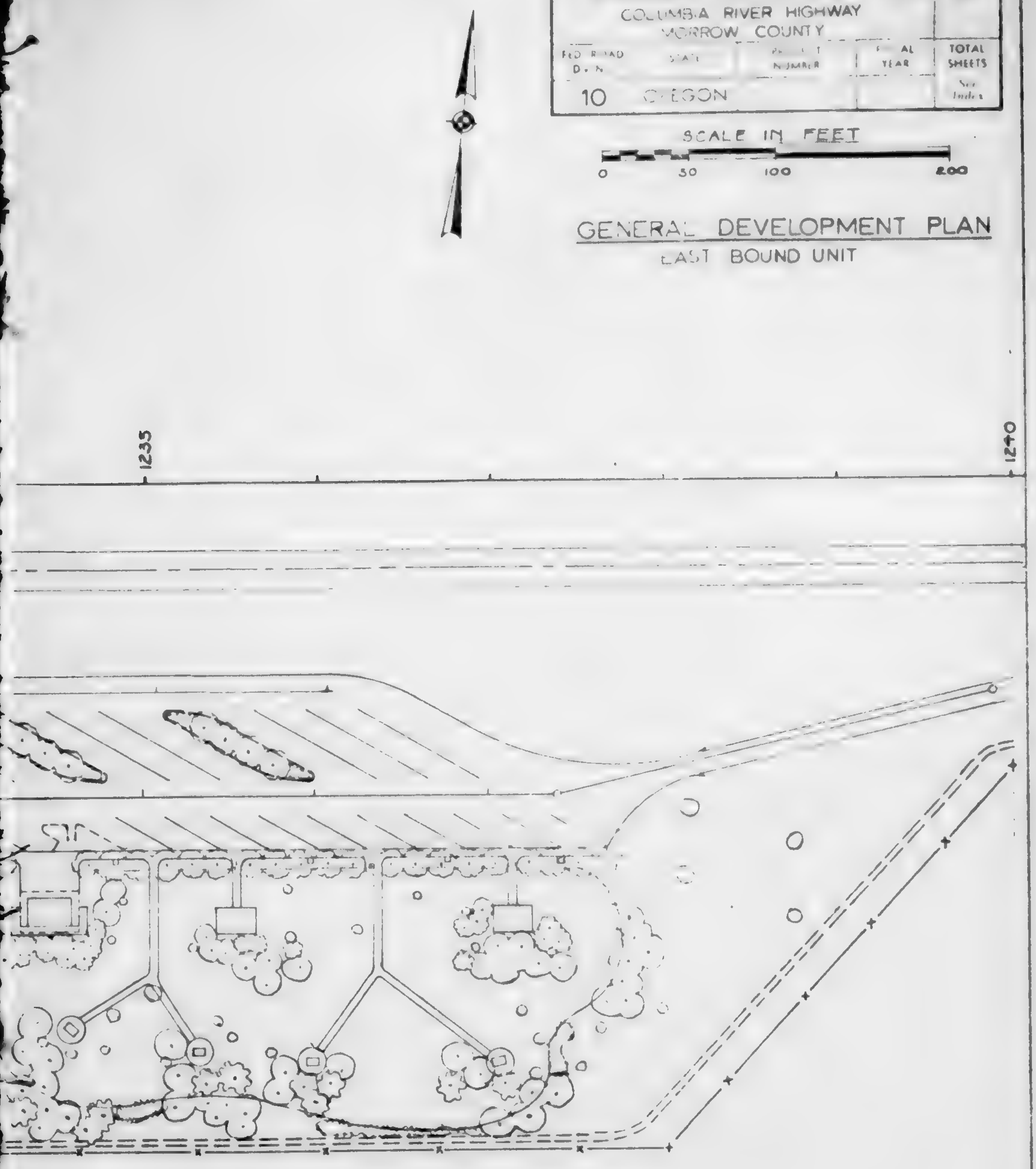

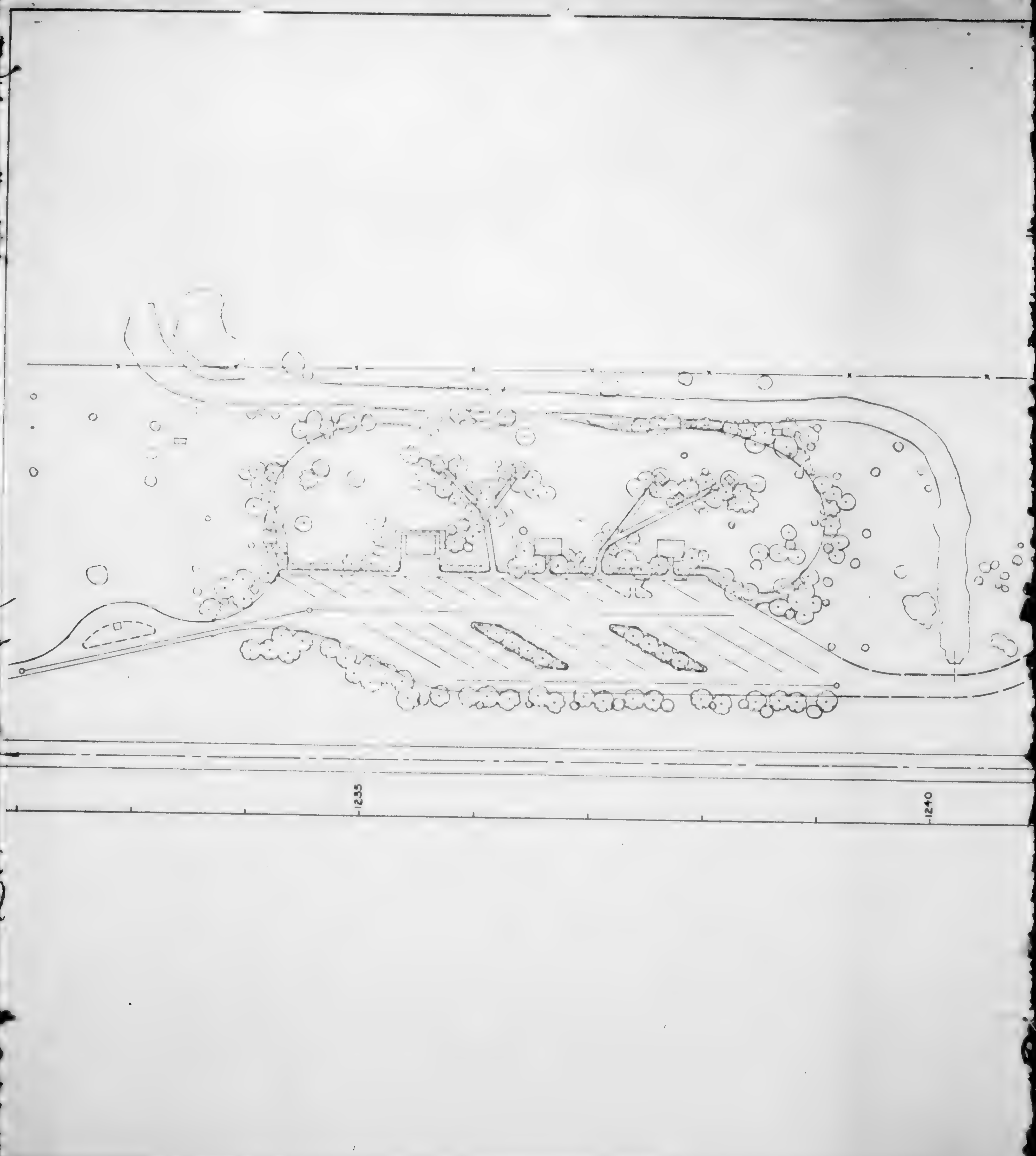
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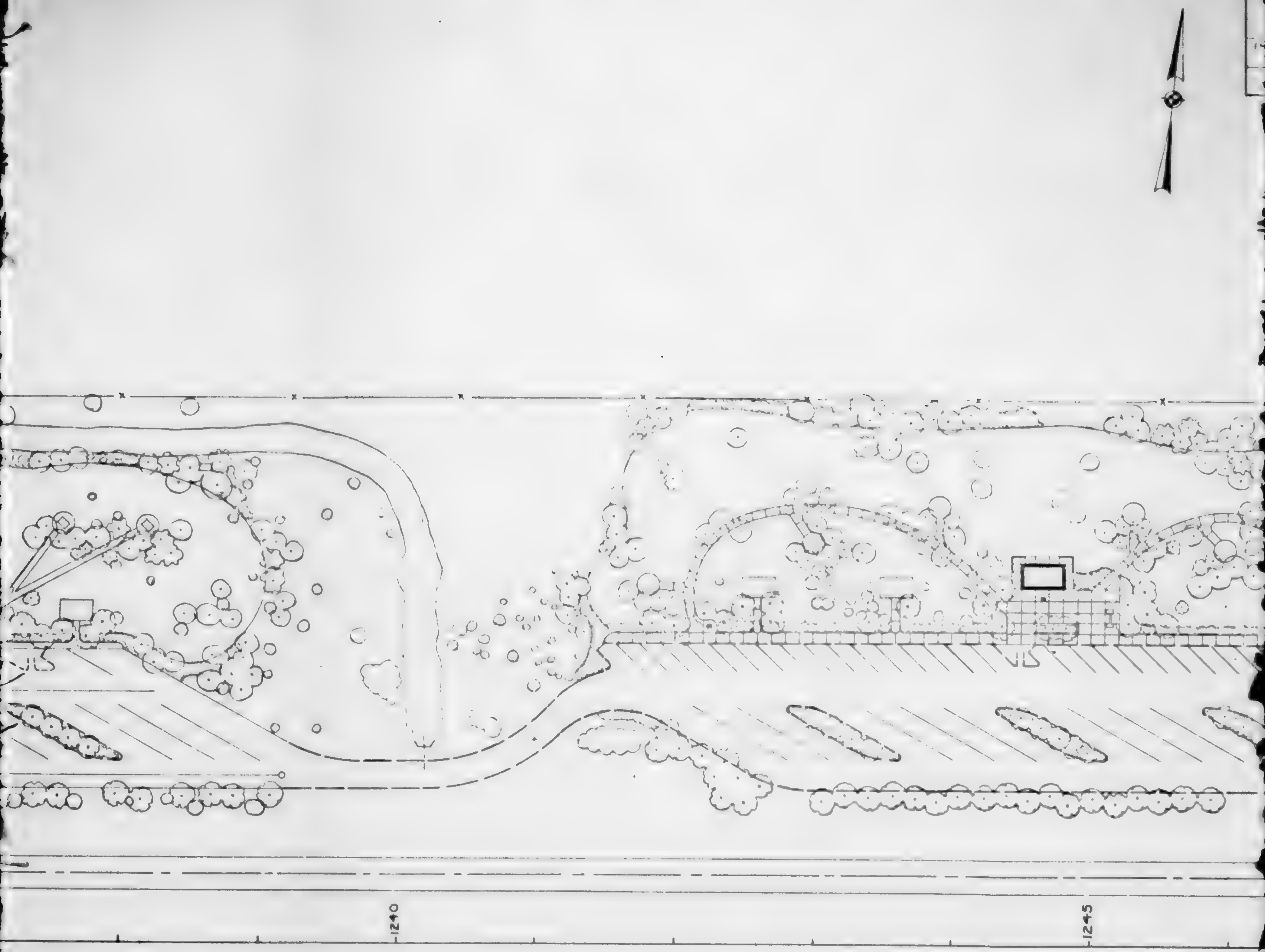
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COLUMBIA RIVER HIGHWAY
MORROW COUNTY

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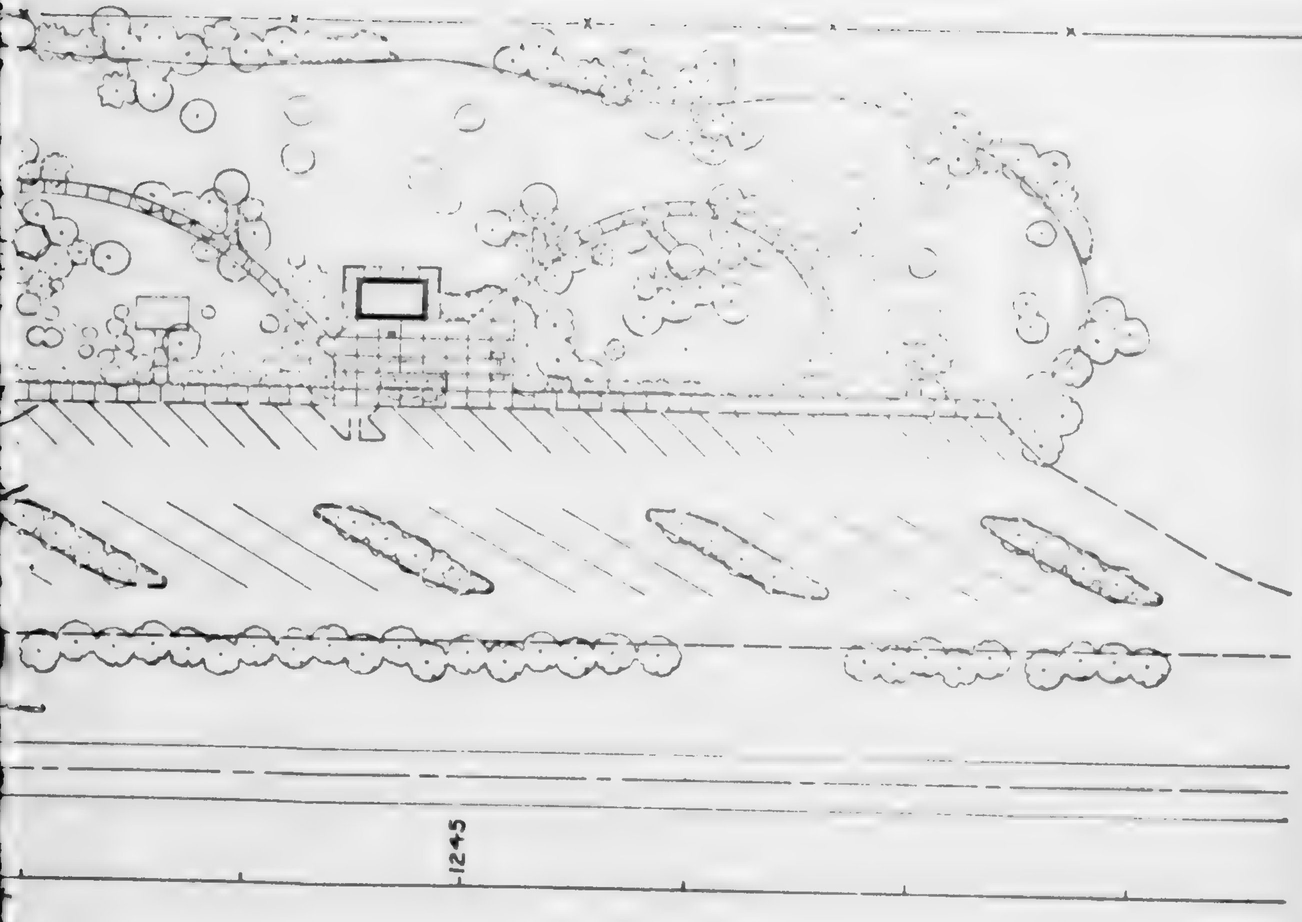
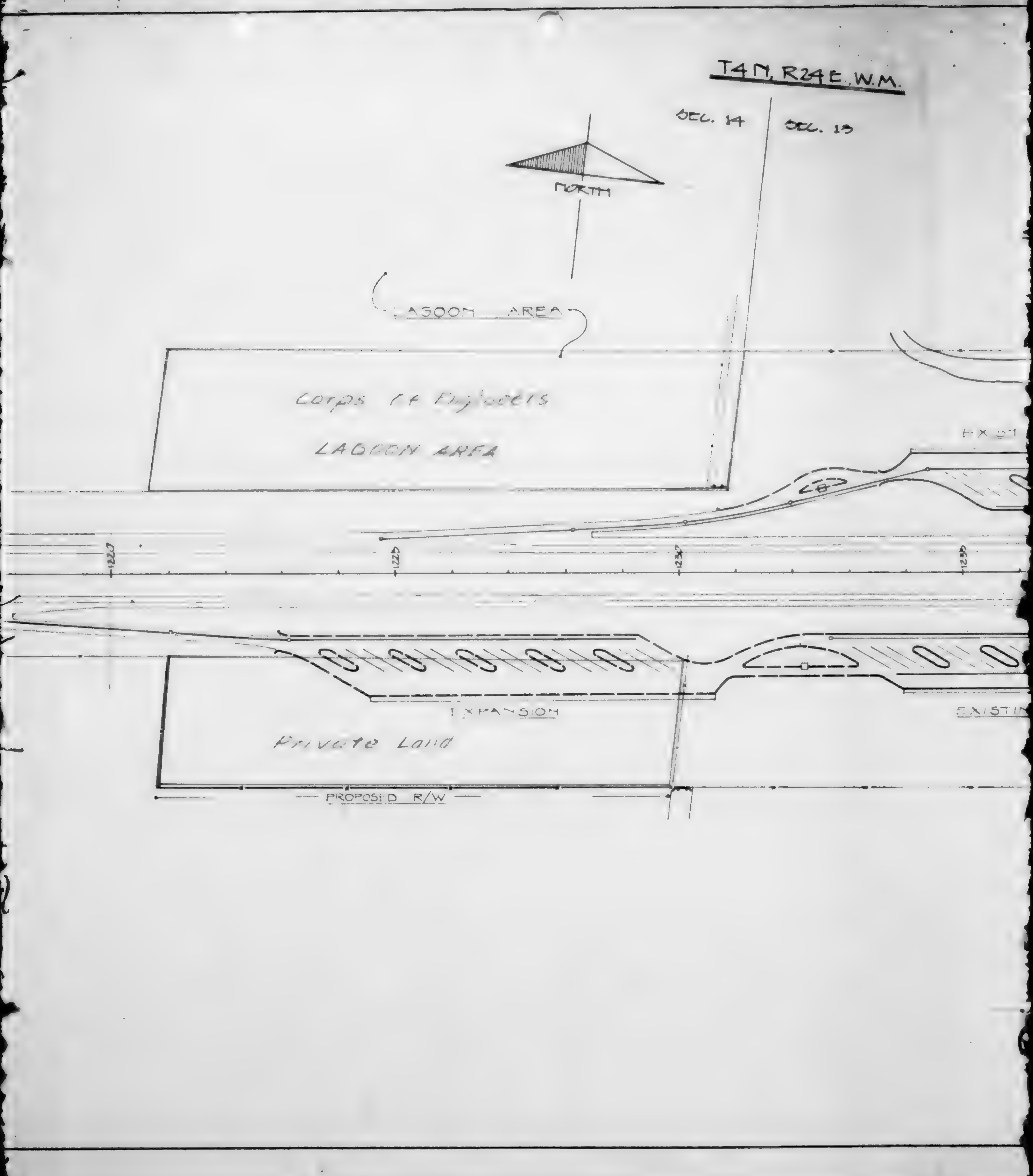
## GENERAL DEVELOPMENT PLAN
WEST BOUND UNIT

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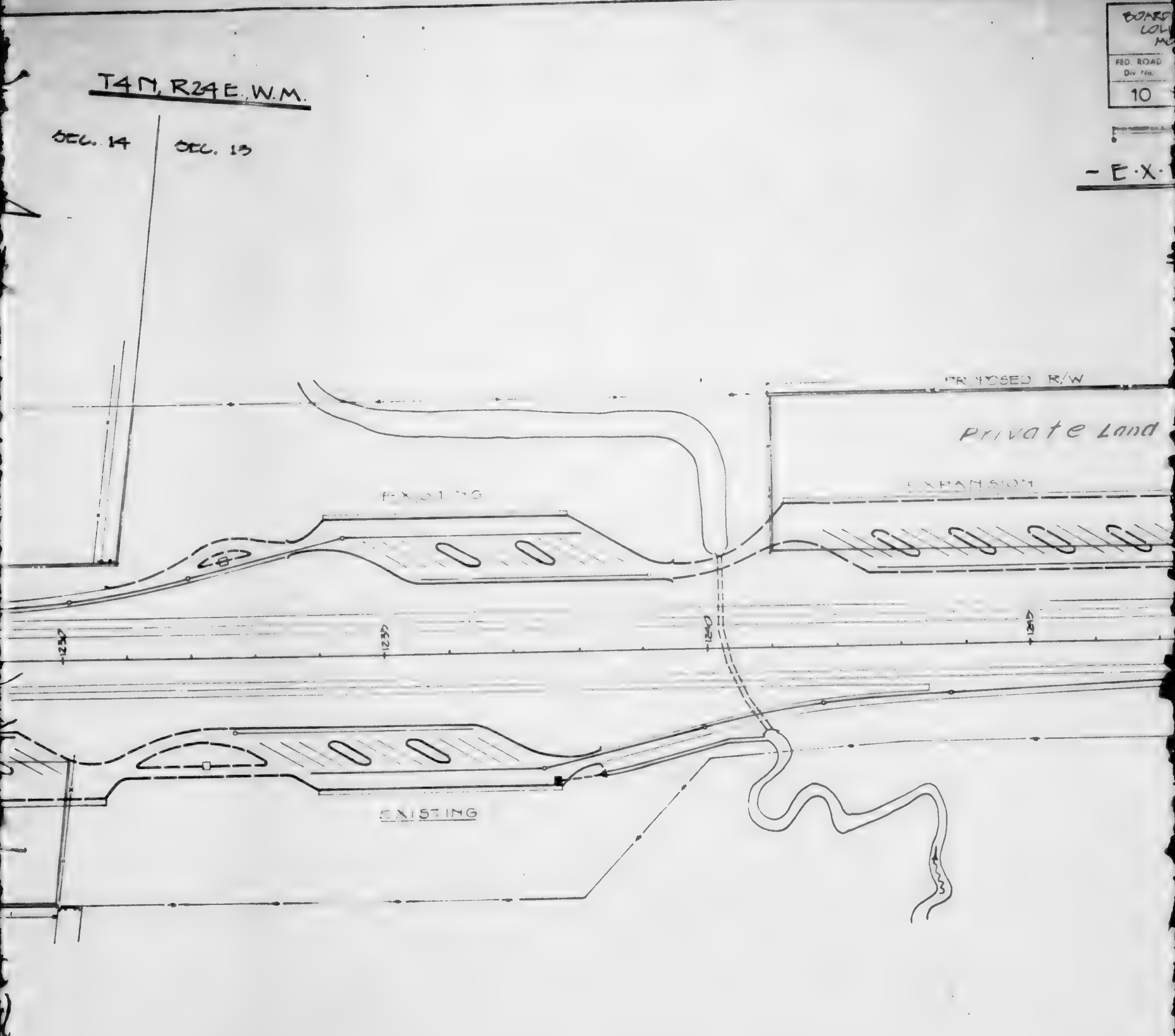
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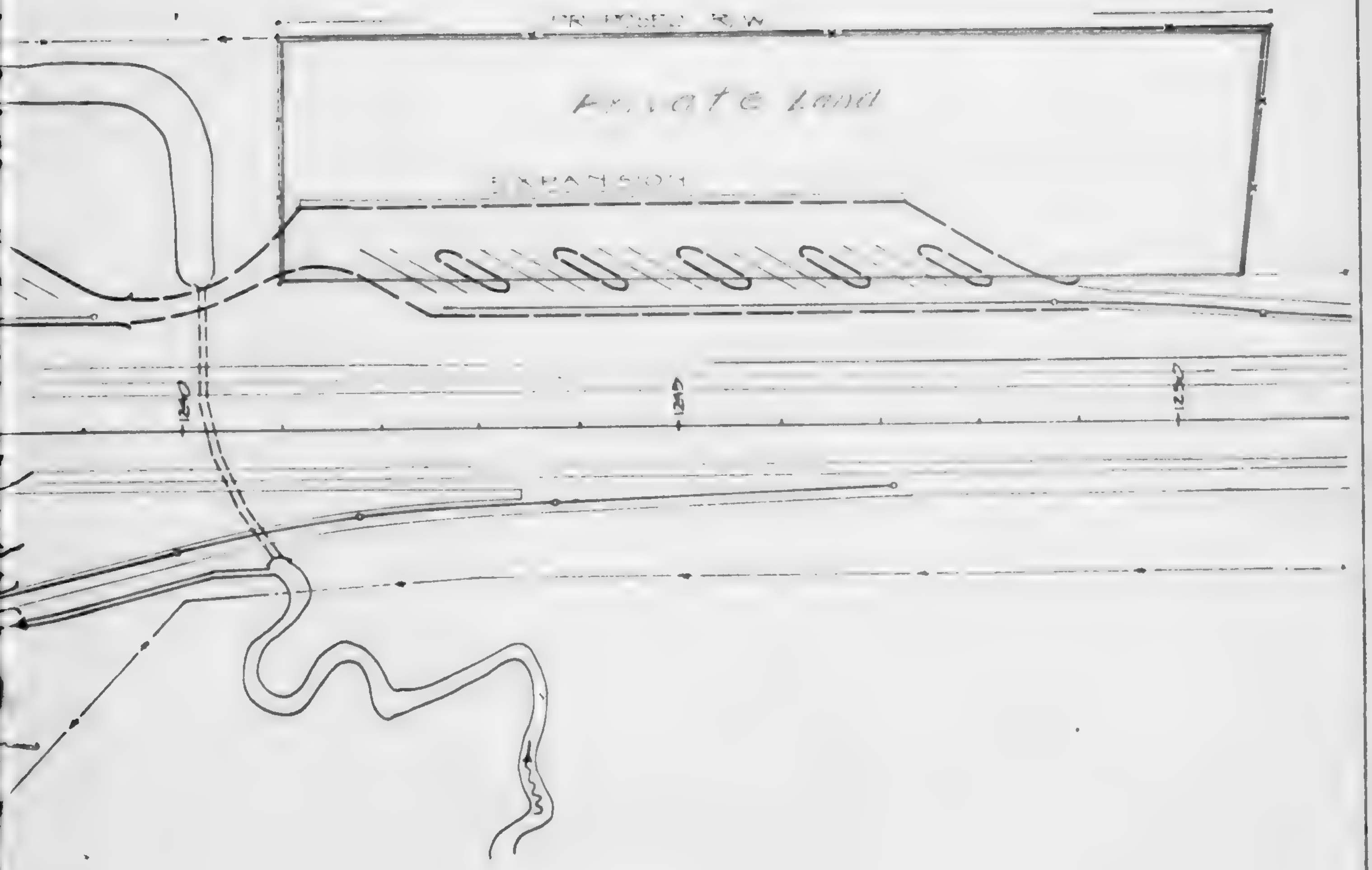

PROPOSED R/W
Private Land
EXPANSION

March 30, 1973

Mr. Diarmuid F. O'Scannlain, Director
Department of Environmental Quality
1234 Southwest Morrison Street
Portland, Oregon 97205

Dear Mr. O'Scannlain:

Boardman Safety Rest Area
Sewage Disposal

This letter is written to bring you up-to-date on our progress toward installing a lagoon system for sewage disposal at the Boardman Safety Rest Area. This is a follow-up to Mr. Lloyd Shaw's letter of August 28, 1972.

We are completing the design of a lagoon system, and hope to be able to send you drawings and a permit application next week.

As required by federal regulations, an environmental impact statement is being written for this project. Because a wild-life refuge is involved a negative statement is not acceptable, and the time-consuming procedure of writing a draft, and then a final statement is required.

In addition, the involvement of the wild-life refuge requires that a 4F statement be processed. As you know, these things take time to accomplish.

Although we will be ready to contract the work of lagoon construction upon receiving your approval, the further delays of the impact statement and 4F statement will prevent beginning of construction for approximately ten months. It appears that this work will be done early in the 1974 construction season.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
D. H. Moehring
W. J. Hart
R. E. Royer
W. E. Schwartz
H. Oswald

RWE:ag jf

FORM E-30 (REV 10-69

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1973

To: Memo to the Files

SUBJECT: Environmental Assessment
Boardman Safety Rest Area
Columbia River Highway
Morrow County

I have reviewed the Environmental Assessment of the Boardman Safety Rest Area Expansion Project. Copies are attached for information.

Based on the design consideration and the environmental assessment, it is appropriate that we continue with the design if possible which involves a 4(f) determination. This means that the proposed sewage disposal improvement in the form of a lagoon system cannot be contracted before early 1974.

It would seem appropriate for Maintenance to investigate additional chlorination of the affluent in order that the rest area may be operated during the 1973 tourist season.

No other appropriate stop-gap measures are apparent at this time.

ESH

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
R. L. Schroeder
Walt Hart
D. H. Moehring
Frank Hall
L. H. Young
Don Byard

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 22, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT Environmental Assessment
Boardman Safety Rest Area
Columbia River Highway
Morrow County

The Environmental Section has completed a preliminary review of the sewage disposal improvement and safety rest area expansion plan for the subject project.

We find that the proposed expansion and lagoon construction would require utilization of Corps of Engineers property, currently designated as part of the Umatilla National Wildlife Refuge. Therefore the expansion and sewage disposal program will require a draft environmental statement and Section 4(f) determination.

The environmental assessment indicates that the expansion as proposed, with certain precautionary measures, would be the best course of action. However, the preparation and circulation of a draft/final eis/4(f) determination would require a minimum of ten months for clearance. This would prevent completion of the proposed improvement to the safety rest area for this tourist season.

Alternative methods of sewage disposal improvement, i.e. incineration, or alternate lagoon sites, would eliminate the necessity of preparing a 4(f) determination but would not provide for the required draft statement and 4(f) determination for the rest area expansion.

It appears that delaying the sewage disposal improvement and preparing a draft statement that covers both the disposal improvement and the SRA expansion would be appropriate in order to avoid future conflicts with the National Wildlife Refuge.

GAP:lj

NOTED
R. L. SCHROEDER

RECEIVED
MAR 23 1973

# PRELIMINARY ENVIRONMENTAL ASSESSMENT
Environmental Section

Boardman Safety Rest Area
Columbia River Highway - I-80N
Morrow County

## SEWAGE DISPOSAL IMPROVEMENT AND SAFETY REST AREA EXPANSION

### Introduction

The Boardman Safety Rest Area (SRA) was inspected on 5 March 1973 to assess the environmental impacts of a proposed sewage oxidation lagoon-chlorination system and a proposed expansion of the SRA.

### Project Description and Location

The Boardman SRA is located approximately two and one-half miles west of the City of Boardman on I-5. The proposed lagoon would consist of two cells of 1.02 acres each, located 400 feet west of the westbound SRA in the 500 foot-wide space between I-5 and the Union Pacific Railroad (UPRR).

The SRA proposed expansion would extend the SRA to the east on the westbound side and to the west on the eastbound side.

### Purpose of Project

The Oregon Department of Environmental Quality has determined that the present sewage treatment facility (septic tank - chlorinator - outfall) fails to meet Council on Environmental Quality standards and must be improved. The proposed project is designed to increase the use capacity of the SRA and maintain sewage treatment within standard for the next 20 years.

## Existing Environmental Conditions

### Sewage Disposal

The existing sewage treatment system empties into a small ditch which carries irrigation runoff. There is presently a dramatic negative change in water quality as the ditch passes the sewage outfall, as indicated by the change from brown algae upstream to bright green algae and white bacterial blooms downstream. The odor of waste is detectable in the ditch for the remaining 800 foot to the Columbia River.

### Geology

The undisturbed surface soil is a soft, spongy-structured, very permeable, alluvial sand with large metamorphic rock outcrops. Data from a well drilled on 15 September 1971 indicate cemented gravel from 1 to 13 feet, soft rock 13 to 14 feet, yellow claystone 14 to 20 feet, medium basalt 20 to 25 feet, medium rock and claystone 25 to 32 feet, brown rock 32 to 40 feet, medium basalt 40 to 70 feet, etc. The total well depth is 155 feet; the upper 51 feet are sealed with cement. This well is not yet in service. The presently used well, drilled in 1952, is 67 feet deep with a six inch casing. No data on sealing were available from the Oregon State Engineer's office.

DEQ reports that the City of Boardman has experienced considerable difficulty in sealing its municipal sewage lagoons. Special care and quality control will be necessary to insure effective bentonite sealing of the SRA lagoons before they are put on line.

## Hydrology

Constant standing water three inches deep in the northeast corner of the proposed lagoon site indicates probable inundation of the surfact strata by the John Day Pool. This high water table will have to be considered in lagoon design and sealing. Since the drinking water wells are drawn from basalts, they should be safe both from pool inundation and lagoon seepage.

## Biology

The study area has a rich cover of shrubs (sage and rabbit brush) grasses, flowering herbs, mosses and lichens, providing habitat for small mammals, birds and insects. The 400 - 500 foot wide area is cut off from the Columbia River by the UPRR and is boxed in on the south and east sides by I-80N and the westbound SRA, significantly decreasing its value as wildlife habitat, particularly as a waterfowl nesting and feeding site.

## Probable Impact of Project on Environment

Both expansion of the SRA and construction of the sewage oxidation lagoons would substantially change the terrestrial environment in the immediate area. The negative effects would be highly localized. Approximately 4 acres would be affected by the lagoon construction and a total of 4 acres by the SRA expansion.

The proposed lagoon system would effect a significant improvement in the quality of water reaching the Columbia River from the SRA. The lagoons are designed to adequately handle projected increases in use over a 20 year period. These benefits would offset the impacts of lagoon construction. Expansion of the SRA to include a trailer holding tank flushing facility will impose an early extra load on the sewage disposal system. The desirability of this extra loading on the system must be balanced against the problem of travelers emptying wastes in inappropriate locations.

Following construction, the recovery rate of natural vegetation will be slow, making greatest successional progress in the winter months. Irrigation, possibly from the lagoons themselves, will allow rapid establishment of introduced vegetation (grasses, etc.) on the lagoon banks. Water from the wells or from the irrigation runoff ditch will be used for irrigation in public access areas, as well as to maintain water levels in the lagoons during off-season.

### 4(f) Type Lands

Property west of the eastbound SRA is privately owned. The land east and west of the westbound SRA, however, is under Corps of Engineers ownership and Umatilla National Wildlife Refuge management. Approximately 2 acres of the proposed expansion and 4 acres of lagoon construction would be within refuge boundaries and would dictate a 4(f) determination.

## Alternatives and Reasons for Project Selection

### SRA Expansion Alternatives

Westbound SRA: Expansion either to the east or west would require a 4(f) determination. Actual environmental impacts are about the same for easterly or westerly expansion, except that easterly expansion would require culverting of 50 to 60 feet of the irrigation runoff ditch. Westerly expansion would cut into the suggested lagoon site.

Eastbound SRA: Westerly expansion would have the smaller environmental impact, utilizing property not presently being used agriculturally. Easterly expansion would destroy a significant localized habitat associated with meanders in the irrigation runoff ditc. Small trees and brush in the area provide excellent bird nesting habitat and shelter. Westerly expansion is clearly the preferred choice for the eastbound SRA, both in terms of costs and environmental impacts.

## Sewage Disposal Improvement Alternatives

1. Sewage oxidation lagoons:

   a. Locate lagoons west of the westbound SRA between the UPRR and I-80N. This is the preferred location for lagoons from a cost-benefit-environmental impact standpoint. It would utilize an area already isolated on three sides by I-80N, UPRR, and the SRA. The greatest disadvantage of this alternative is that the delay required by a 4(f) determination would mean continued environmental damage from pollution and continued violation of EQC standards.

   b. Locate lagoons west of the eastbound SRA. This alternative would cost more than "a" in terms of additional pipe, increased pumping gradient, property acquisition, and possible leakage hazard from pipes to groundwater. Three sets of high-tension power lines pass through this area. An agreement concerning the power line easement would likely be necessary. The property is privately-owned, uncultivated land. A possibility exists that waterfowl landing on the lagoons at this site might cause a hazard to highway traffic. The principal advantage of this alternative is that no 4(f) determination would be necessary for lagoon installation. This would allow more rapid compliance with water quality standards.

2. A water-recycling waste incinerator system located in the west end of the existing westbound SRA:

   No wastes but ash would come from this process. The initial cost of a 15,000 gpd system would be comparitively high: $35,000 - $50,000. Operating costs are estimated at a favorable .25 to .30 per 1000 gallons. Since the 20 year projected use rate is 11,820 gpd, the unit would always operate at less than capacity. No 4(f) determination or new property acquisition would be necessary for this system.

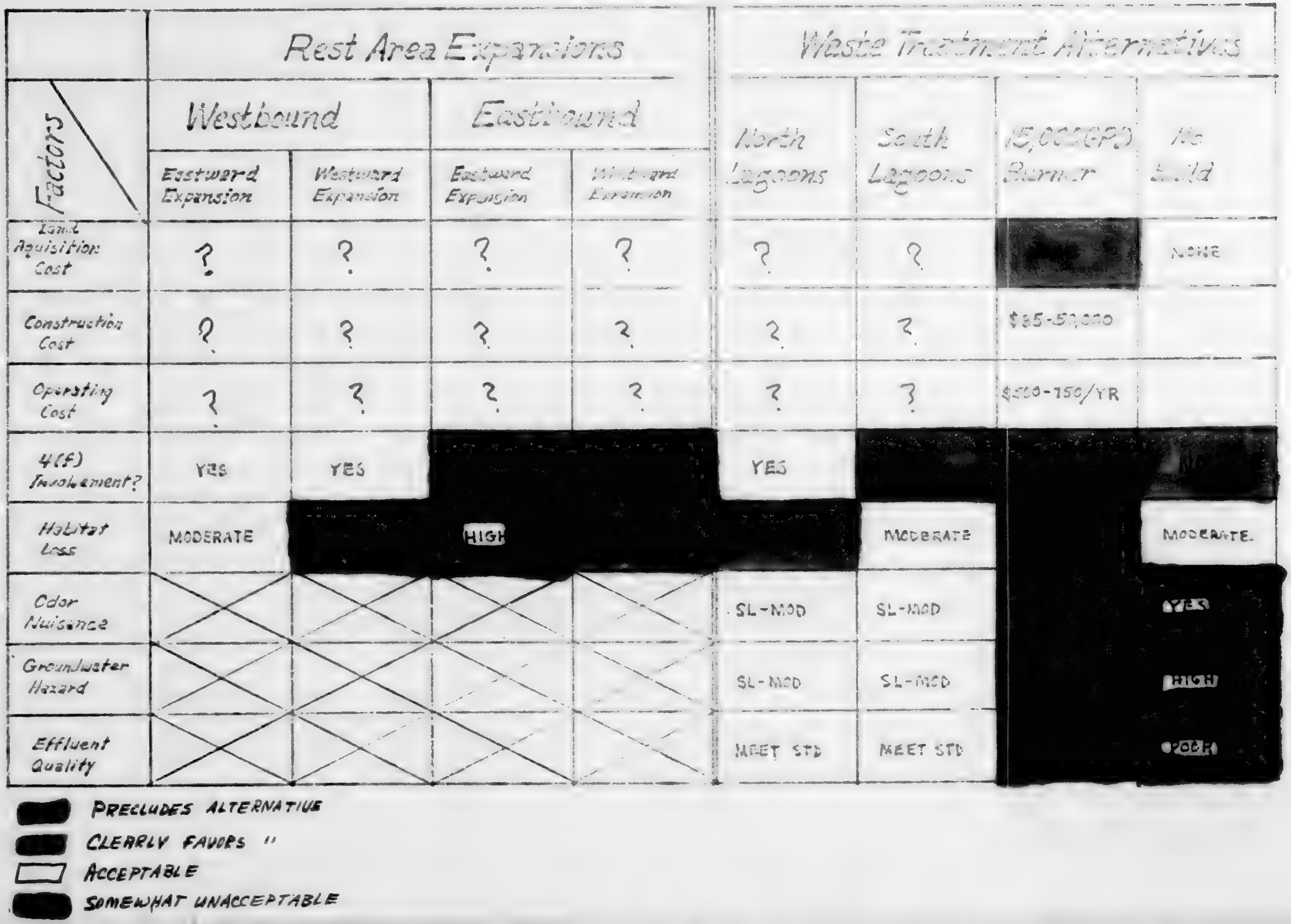
3. No-build alternative:

   This is totally unacceptable from the standpoint of sewage treatment, since present conditions are in violation of CEQ standards. Expected increases in use of the facility will lead to further environmental deterioration unless adequate steps are taken.

CM:lj
March 22, 1973

Boardman Safety Rest Area — I-80N

# PROJECT ALTERNATIVES EVALUATION MATRIX



| Factors | Rest Area Expansions | | | | Waste Treatment Alternatives | | | |
|---|---|---|---|---|---|---|---|---|
| | Westbound | | Eastbound | | North Lagoons | South Lagoons | 15,000GPD Burner | No Build |
| | Eastward Expansion | Westward Expansion | Eastward Expansion | Westward Expansion | | | | |
| Land Aquisition Cost | ? | ? | ? | ? | ? | ? | [illegible] | NONE |
| Construction Cost | ? | ? | ? | ? | ? | ? | $35-50,000 | |
| Operating Cost | ? | ? | ? | ? | ? | ? | $500-750/YR | |
| 4(f) Involvement? | YES | YES | | | YES | | | NO |
| Habitat Loss | MODERATE | | HIGH | | | MODERATE | | MODERATE |
| Odor Nuisance | | | | | SL-MOD | SL-MOD | | YES |
| Groundwater Hazard | | | | | SL-MOD | SL-MOD | | HIGH |
| Effluent Quality | | | | | MEET STD | MEET STD | | POOR |

■ PRECLUDES ALTERNATIVE

■ CLEARLY FAVORS "

☐ ACCEPTABLE

■ SOMEWHAT UNACCEPTABLE

March 27, 1973
Salem, Oregon

Sanitary Facilities
South Umpqua, Cabin Creek,
Siskiyou and Boardman
Rest Areas

Mr. L. H. Young
Office Engineer

BUILDING

You have received a copy of the report prepared by Walt Hart on five rest areas needing additional sanitary sewerage treatment facilities.

By copy of this letter I am asking those who are involved in the planning for expansion of these rest areas to supply that information as requested by Mr. Hart in order that we may design the corrective treatment facilities large enough to include anticipated future expansion.

I would like to hold to his suggested scheduling date of not later than June for having all five projects under contract.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
Walt Hart
Frank Hall
J. H. Versteeg
W. E. Schwartz
Roy Olson

FORM E-30

**OREGON STATE HIGHWAY DIVISION**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
[illegible] 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE March 16, 1973

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Sanitary Facilities
South Umpqua, Cabin Creek,
Siskiyou, and Boardman
Rest Areas

The inadequate sanitary facilities in Region 3 mentioned in your letter of March 5 were surveyed in the field Thursday and Friday, March 1 and 2. The conclusions reached after checking these facilities are as follows:

1. South Umpqua Rest Area (NB)

It was found that the disposal field was inundated by the intrusion of ground water above the field lateral tile. Adequate dewatering of the field by ditching and trenching should eliminate the standing ditch water and high ground water table which had made this disposal field inoperative. If this operation is successful, the disposal field should be able to service the area for three to four years.

2. South Umpqua Rest Area (SB)

The disposal field installed by Maintenance is operating satisfactorily and with alternate use with the original disposal fields should be adequate for another two to three years.

3. Cabin Creek Rest Area (NB)

The present disposal fields were excavated and it was determined that the northerly field was carrying most, or all of the load. The alternate south disposal field has not been used in the past and is one of the principal reasons for our current problems. The distribution and divergent boxes were uncovered and the distribution box for the northerly field shows signs of being flooded. Since that time the southerly field has started working on its own and from the condition of the field the laterals should serve for another two or three years. The District Engineer was given instructions about how to prolong the life of these disposal fields by alternating their use.

The ultimate solution for disposal problems at this area is a lagoon, but this can only be designed after expansion consideration has been made.

4. Cabin Creek Rest Area (SB)

This is the only area where it is necessary to spend any substantial amount of money, approximately $5,000. The disposal fields are completely inoperative and the effluent is running into the nearby ditch. We are now designing and estimating relative costs of two on-site disposal fields.

One of these disposal fields would be above the rest area in a wooded area above the development line. This design would necessitate pumping the effluent about 600 feet and the field would be layed among the trees which would aid in transpiration of the effluent. No large trees would be removed and the woodsy setting would be maintained.

The other alternative would be in the brushy median between the parking area and the south-bound roadway. This area would require installing a new four-inch water line around the disposal field. This water line goes from the water supply reservoir to the north-bound area about a half mile away.

The District Engineer was asked to take percolation tests of each location to determine the suitability of the soils. Four to five years is the expected life of the proposed disposal field.

5. Boardman Rest Area

This area's waste system now discharges its effluent with no treatment other than disinfecting, directly into the adjacent creek on the west-bound area. The conditions that existed when the area was constructed are still the same. Although this system does not meet present DEQ standards, it will continue to function as designed until a new lagoon system can be constructed and put into operation.

Although the recommendations given to the District Engineer are not a permanent solution, it does create a livable condition for the next two or three years. Therefore the only pressing problem to deal with immediately is the condition at Boardman Rest Area in Region 5. A contract should be let at the earliest possible date. We are continuing our study of possible solutions to the problems at all of our safety rest areas. The present recommendation should keep these facilities in operation until a satisfactory solution to the overall problem can be arrived at.

Therefore, I recommend that the Road Design Section be contacted for their consideration of probable expansion to be considered in the final design of the waste disposal system.

South Umpqua, Cabin Creek and Siskiyou Rest Areas should be scheduled for expansion, construction and completion no later than June of 1976. The ensuing time should be adequate for programing, scheduling, design and construction for these rest area expansions.

GJB:dh

cc A. E. Johnson
L. H. Young
J. H. Versteeg
W. E. Schwartz
F. L. Hall
Roy Olson

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1972

TO Mr. Walter J. Hart
Bridge Engineer

FROM Duane O. Christensen
Supervising Design Engineer

SUBJECT Safety Rest Area Deficiencies

We have studied the sewage disposal and water supply problems that exist in the various regions and recommend that the following work be done in order listed. This order is our determination of priority in which the project should be worked on and is based on correcting problems that are detrimental to next year's operation and as an interim step to expansion.

1. Manzanita Safety Rest Area - Region 3

   Sewage Disposal - Present facilities are on a septic-tank-drain-field system which is operating on a temporary permit from DEQ. Negotiations are underway to have Wasteco, Inc. design and install a waste treatment facility as an experimental project.

   In addition there will be an expansion of the facilities to include a gravity type water system, new toilet buildings, revising existing facilities for the new system.

   A contract to revise the parking areas and provide a new well has been completed.

   This work is presently being programed with FHWA for an early contract.

2. Memaloose Safety Rest Area - Region 4

   An expansion project for this area is presently on the schedule for the February 22, 1973, bid opening. This contract will add two new toilet buildings, a new water supply (well has been drilled and sufficient water is available), and a new sewage disposal facility.

3. Cabin Creek Safety Rest Area - Region 3

   Water Supply - Private well is presently effecting the saline content and drawdown of the wells. The StateEngineer is taking action to eliminate

NOTED
E. S. HUNTER

NOTED
[illegible]

NOTED
W. J. HART

this interference. Well No. 8 should be back-filled with concrete below the 122-foot level to seal off the salt zone (about 15 feet). Replace existing pump at well No. 8 with smaller pump capable of supplying 20 gpm to prevent excessive drawdown. Irrigation should be limited to 50,000 gpd on an automatic sprinkler system. This will adequately irrigate five acres of lawn on an 8-hour schedule. Any further irrigation need will have to be supplied from some other source. Additional expansion is permissible provided the sewage disposal problem can be solved.

Sewage disposal - Install new 10,000 gallon septic tanks at each unit to replace present 4,000 gallon tanks. Existing tanks are way too small and possibly contributed to our problems by clogging drainage field lines.

Construct new seepage bed drainage field on state park property about 1200 feet northeast of the southbound unit building. This would serve the unit until any expansion is proposed. The northbound unit can be served on new seepage beds built up in the wooded area on the northeast side. Two beds should be constructed at each site and used alternately.

When expansion of these areas are proposed it should include a lagoon in the vicinity of Chenowith Park Interchange.

It is recommended that further expansion of this rest area not be done until suitable solution to the sewage problems are worked out.

4. Boardman Safety Rest Area - Region 5

Sewage Disposal - The most likely solution to the sewage disposal problem at this site would be sewage lagoon, polishing pond, and chlorination system. The DEQ has indicated that effluent dumping would be permissible into the irrigation ditch at times of adequate runoff. The effluent would necessarily have to be impounded until such times.

5. South Umpqua Safety Rest Area - Region 3

Water Supply - Join the community water district or construct a 25,000 gallon hillside reservoir near the community tank. A well on the Booth Ranch would be necessary to supplement the existing well if we went our own way.

Sewage Disposal - The southbound unit has had a new disposal field installed beyond the two existing fields. At the present time this field is saturated.

The northbound area's disposal field is also saturated. There is some evidence that this field has been driven on and could have some broken tile. The ditches have water backing up in them and a culvert to the south floods over the field. Before abandoning this field, some investigation should be done. Dye tests, digging up some of the laterals, exposing the distribution boxes, et cetera, to determine the extent to which these field are inoperable.

If these investigations are negative, then the only other solution would be the same type of treatment proposed for Boardman Safety Rest Area on a site across the freeway from the southbound unit.

6. Siskiyou Safety Rest Area - Region 3

Water Supply - It is necessary to test existing well to find out how much this well is producing. Additional right of way should be obtained to the east of the present area so further exploration can be made for additional wells, sewage disposal, and expansion. After testing of the existing well, a reservoir should be constructed on the hillside directly west of the freeway to change the system to a gravity type.

Sewage Disposal - Requires new right of way so sufficient area for a disposal field can be had, a 10,000 gallon septic tank should be installed, stilling tank, and two disposal fields to be used alternately.

With the problems presently encountered, expansion of this area should not proceed until these have been solved.

The additional land acquisition for the disposal field should also include land requirements for future expansion.

7. Cow Creek Safety Rest Area - Region 3

Water supply - The well supplying both northbound and southbound units has some plumbing problems. The best solution to this would be a 50,000 gallon reservoir on the hillside to the east of the northbound unit and installation of an automatic sprinkler system to even out the demand on the system. The reservoir would be located on land already owned by the Highway Division so additional right of way would not be needed.

Sewage disposal is not critical, but installation of a 10,000 gallon septic tank at each unit would forestall any problems.

8. Gettings Creek Safety Rest Area - Region 3

Water Supply - This area is presently being explored for a new well. Well development should proceed as planned so any future expansion will not have to depend on the existing source. The existing well has been diminishing its supply of water the last few years and it would be a good idea to find out why. It is possible that the well screen has plugged and needs cleaning. Therefore the well liner and pump should be pulled and cleaned and the well tested. This would give us an idea as to what to expect of the new well. The new well would be plumbed into the existing system. An automatic irrigation system should be installed to even out the demand on the system.

Sewage disposal is not presently a problem.

We do not recommend expansion at this site unless sufficient water is obtained.

9. Dooley Mountain Safety Rest Area - Region 5

Water Supply - Water supply is from a spring located on the site. Attempts to clean this spring have proven unsuccessful and water samples are poluted. It will be necessary to build a springhouse and provide a chlorinator if we keep this area operating.

Vault-type forest toilets should be used in locations of this type.

10. Chief Joseph Canyon Viewpoint - Region 5

Vault-type forest toilets should be installed at this site. The U.S. Forest Service has indicated to the District Engineer that they are trying to eliminate the use of pit toilets in the National Forests.

The estimated costs for these improvements are shown on the accompanying outline. These proposals should be sent to the respective regions for their concurrence. and investigation. The State Department of Environmental Quality has been informed of our proposals for their information and advice, but the Regional Engineer should contact the local County Sanitarians for a permit to proceed with these proposals.

GJB:dh
Attachment
cc R. W. Ellison
L. L. Wallace
D. O. Christensen
R. F. Knapp

## Outline-Rest Area Deficiencies

The following is an outline of current Rest Area deficiencies listed in decending order of need. The costs listed are for the interim solutions to these problems and don't include monies for expansion and ultimate solutions in most cases.

1. Manzanita SRA - Region 111

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

2. Memaloose SRA -Region 1V

   Water supply & Sewage Treatment included in expansion plans.

   Cost-(plans now being prepared)

3. Cabin Creek SRA - Region 111

   (a.) Water Supply (including irrigation)

   Cost - $9200

   (b.) Sewage disposal

   (includes sewage pumping, and disposal fields)

   Cost -$29800

   Total Cost (includes 20% E & C) = $46,800

4. Boardman SRA - Region V

   Sewage disposal-(includes 2 lagoon ponds & Chlorination System)

   Total Cost (includes 20% E & C and R/W acquistion) = $50,000

5. South Umpqua SRA - Region 111

   (a.) Water Supply (includes new well, reservoir, and land acquistion)

   Cost- $66,000

(b.) Sewage disposal- ( includes 2 lagoon ponds, Chlorination System, and land acquistion)

Cost--$51,000

Total Cost (includes 20% E & C) = $140,000

6. Siskiyou SRA - Region 111

(a.) Water Supply ( includes reservoir, irrigation, and land acquistion)

Cost--$38,000

(b.) Sewage disposal (includes septic tank, disposal field, and Land acquistion for future expansion)

Cost -- $31,000

Total Cost (includes 20% E & C) = $83,000

7. Cow Creek SRA - Region 111

(a.) Water Supply ( includes irrigation system, reservoir, and Chlorination system)

Cost -- $30,000

(b.) Sewage Disposal (includes new septic tanks)

Cost-- $9000

Total Cost (Includes 20% E & C) = $47,000

8. Getting Creek SRA - Region 111

Water Supply (Includes new well, pumps, land acquistion, and irrigation system)

Total ( Includes 20% E & C) = $25,000

9. Dooley Mountain SRA - Region V

(a.) Water Supply (includes spring house & Chlorinator)

Cost -- $2000

(b.) Sewage disposal-(Vault toilet & bldg.)

Cost --$2500

Total Cost (Includes 20% E & C) = $5400

10. Chief Joseph Canyon Viewpoint - Region V

Sewage disposal - Vault Toilet and Bldg.)

Cost (Includes 20% E & C = $ 3,000

Total Cost of all improvements
(Exluding Manzanita SRA and Memaloose SRA) = $400,200

**DEPARTMENT OF ENVIRONMENTAL QUALITY**

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

September 15, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: S - Morrow County
Boardman Rest Area

Attention: Mr. Lloyd P. Shaw

Gentlemen:

We have received your letter of August 28, 1972, regarding the Boardman Rest Area sewage disposal system. In your letter you advised us that the Highway Division will be designing sewage lagoon facilities to treat the wastes from the rest area and that chlorinated effluent would then be discharged to an irrigation return ditch to the Columbia River.

We request that you consider the following in your design:

1. The proposed effluent receiving ditch does not receive irrigation return water in the winter. Therefore, winter holding of all lagoon effluents is necessary. There can be no discharge of waste water effluent to a dry stream.

2. Sizing of the facilities must be predicated on a field determination of present usage with suitable growth factors so that the same problem does not arise again in a few years.

3. The city of Boardman experienced considerable difficulty in sealing its municipal sewage lagoons. It may be necessary to import clay material to ensure that the maximum leakage of 1/4-inch per day is not exceeded.

Enclosed are copies of our design criteria for the utilization of sewage lagoons. We will anticipate receiving final plans of the proposed facilities for our review and approval prior to construction.

Your cooperation in these matters is greatly appreciated.

Very truly yours,

Harold L. Sawyer

Harold L. Sawyer, Director
Water Quality Division

PDC:ch

Enclosure

cc: Pendleton District Office
cc: Morrow County Health Dept.
cc: George M. Baldwin
Administrator of Highways
Oregon State Highway Division
cc: Harry Oswald, Dist. Engineer
Oregon State Highway Division
cc: Jack Wright

Copies sent to Bothman
Schwartz
9-19-72

RECEIVED
SEP 19 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1972
FOR FILING

August 28, 1972

Mr. L. B. Day, Director
Department of Environmental Quality
1234 Southwest Morrison Street
Portland, Oregon 97205

Dear Mr. Day:

Re: Boardman Rest Area
Sewage Disposal

I am advised that your Engineer, Mr. James Van Domelen, and our Assistant District Engineer, Kenneth Karnosh, have reviewed the Boardman Rest Area disposal situation and are agreed that a lagoon system should be installed.

Please be advised that it is our intent to construct a one-half acre sewage lagoon with chlorination of overflow before reaching the irrigation overflow ditch. Design of the facility will include provision for expansion in the event the rest area is enlarged at some time in the future.

We expect to have the lagoon facility operational by September 1, 1973.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. N. Bothman
Carl Williams
W. E. Schwartz

FORM E-30 (REV 10-69

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 24, 1972

**SUBJECT:**

Sewage Disposal
Boardman Rest Area

**To:**

Mr. L. P. Shaw
Assistant State Highway Engineer

SALEM

Attached is a report on the above subject from Assistant District Engineer Ken Karnosh. His proposal was arrived at after discussions with DEQ and seems to be a reasonable and economical approach to the problem. His schedule appears reasonable and can be met. It should be safe to advise DEQ that a new system will be in operation September 1, 1973.

By a copy of this letter we will advise Oswald and Karnosh to begin gathering the necessary data for the design of the new system with the aim of meeting the September 1, 1973 deadline.

Wendell E. Schwartz

Wendell E. Schwartz
Regional Engineer

WES:sh
Attachment

cc: Harry Oswald

RECEIVED
AUG 25 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

SP*52478-734

[illegible] HIGHWAY DIVISION
[illegible]

[illegible]

To. [illegible]

[illegible]

RECEIVED
AUG 9 - 1972

FOR FILIN

Salem, Oregon
August 9, 1972

Boardman Rest Area
Sewage Disposal

Mr. W. E. Schwartz
Regional Engineer
La Grande

Department of Environmental Quality is raising objection to the existing sewage disposal operation at Boardman Rest Area. DEQ's version is that it does not meet Environmental Quality Commission rules.

DEQ has set September 1, 1972 as a date to have a proposed solution and scheduled program in their hands.

Please take steps to meet this demand.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. N. Bothman
Carl M. Williams

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1972

SUBJECT: Boardman Rest Area
Sewage Disposal System

To: L. P. Shaw
ASST. STATE HIGHWAY ENGINEER

BUILDING

On July 20, 1972 the Department of Environmental Quality inspected this sewage system.

D.E.Q. charges that the sewage is inadequately treated and does not meet the rules and regulations established by the Environmental Quality Commission.

D.E.Q. requests that by September 1, 1972 a proposed solution and a scheduled program of implementing the solution be submitted.

I suggest that Region 5 take immediate steps to resolve this problem.

Robert N. Bothman
Maintenance Engineer

By:

Carl M. Williams
Maintenance Services Engineer

NOTED
LLOYD P. SHAW

CMW:mlp

RECEIVED
AUG 9 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

8-2

RECEIVED
AUG 29 1972
FOR FILING

# DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
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Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

August 2, 1972

Department of Transportation
Highway Division
Maintenance Section
State Highway Building
Salem, OR 97310

Attention: Robert N. Bothman,
Maintenance Engineer

Re: S - Boardman Rest Area
Highway 80N

Gentlemen:

On July 20, 1972, an inspection was made of the Boardman Rest Area on Highway 80N in regard to the present sewage disposal system that serves the restroom facilities. The inspection revealed that the irrigation ditch carrying the discharge of the chlorinated waste water from the septic tank has evidence of slime, solids, and odors. This inadequately treated sewage discharge does not meet the rules and regulations of the Environmental Quality Commission in regard to the minimum treatment of sewage.

Oregon Administrative Rules 41-020 states in part that all sewage shall receive a minimum of secondary treatment or equivalent control (equal to at least 85% removal of 5-day biochemical oxygen demand and suspended solids) and shall be effectively disinfected before being discharged to any public waters of the state. The 1967 Water Quality Standards established by the Environmental Quality Commission states that by July 1, 1972, all sewage being discharged into the Columbia River must have secondary treatment. Therefore, in order for the Boardman Rest Area to be in compliance with Water Quality Standards, it is requested that you immediately review the present discharge and evaluate the alternatives that could be provided to meet the standards. It is requested that by September 1, 1972, a proposed solution be sent to this office and also a program and time schedule for the construction of the needed facilities be submitted.

NOTED
LLOYD F. SHAW

MAINTENANCE ENGINEER
RECEIVED
AUG 7 - 1972
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ DME ☐ SS ☐ AA ☐ FILE ☐ TA

Department of Transportation
Highway Division
Maintenance Section

Re: S - Boardman Rest Area Highway 80N

If assistance is needed from our staff, please feel free to contact this office.

Sincerely,

L. B. Day
Director

FMB:drh

cc: Mr. Jim Van Domelen,
Pendleton District Engineer
cc: Mr. Jack C. Wright
State Health Division
Pendleton
cc: Mr. LaVerne Miller
State Health Division
Community Environmental Health Section
cc: Harold L. Sawyer, Director
Water Quality Division
Department of Environmental Quality

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: 8388 25th St S.E. Lancaster Dr 1976 Intchge in SE Salem (grade, pave, struct, sign, etc #2
8412 Boardman Safety Rest Area 1976 West of Boardman Intchge (facilities)

Index:

INDEXING: Begins with 8388 Ends with: 8412

FLASH CARDS:

Remarks:

Reel No. 187 Reduction Ration X21 Project No.

Camera: Name Bell & Howell Model File Master Film 16MM

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 27th day of February 19 87 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Donna D Turrell